



Aviation Investigation Final Report

Location:	MIDLAND, Virginia	Accident Number:	BF087LA029
Date & Time:	April 8, 1987, 20:40 Local	Registration:	N8381Z
Aircraft:	CESSNA 205	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT THIS WAS THE FIRST TIME HE HAD EVER LANDED ON RWY 32. DURING THE LNDG APCH, ABOUT 15 SECS BEFORE TOUCHDOWN, HIS EYEGASSES BROKE AND FELL OFF HIS FACE. HE REACHED FOR HIS SPARE EYEGASSES THAT WERE ON TOP OF THE INSTRUMENT PANEL; HOWEVER, DURING THIS EFFORT THE SPARE EYEGASSES FELL ON THE FLOOR NEXT TO THE RIGHT-SEAT-RUDDER PEDALS. HE BECAME PREOCCUPIED WITH RETRIEVING THE EYEGASSES AND AS A RESULT THE ACFT TOUCHED DOWN TO THE LEFT OF THE RWY CENTERLINE AT AN EXCESSIVE SPEED. AFTERWARDS THE ACFT FLOATED IN THE AIR AND DRIFTED LEFT. THE L WING HIT SMALL TREES THAT WERE 10 TO 15 FT LEFT OF THE RWY. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND AS A RESULT THE ACFT WENT OFF THE LEFT SIDE OF THE RWY. EXAMINATION OF THE ACCIDENT SITE REVEALED THE LANDING GEAR WAS ON THE RWY WHEN THE WING HIT THE TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - TREE(S)
6. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 11, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8381Z
Model/Series:	205 205	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	205-0381
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 8, 1987 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2568 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470S
Registered Owner:	SAFE FLIGHT INC.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	IAD ,313 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	20:48 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LEBANON , MO (LBO)	Type of Flight Plan Filed:	None
Destination:	MIDLAND , VA (W66)	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	

Airport Information

Airport:	WARRENTON-FAUQUICK W66	Runway Surface Type:	Asphalt
Airport Elevation:	325 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4106 ft / 60 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.590499,-77.720993(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	CECIL DAVIDSON; WASHINGTON , DC
Original Publish Date:	March 30, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11314

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).