



Aviation Investigation Final Report

Location:	TALLAHASSEE, Florida	Accident Number:	MIA93LA020
Date & Time:	November 19, 1992, 09:58 Local	Registration:	N95825
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS CONDUCTING A FULL STOP LANDING ON RUNWAY 36 AT TALLAHASSEE REGIONAL AIRPORT. THE PILOT STATED HIS FLARE WAS TOO LATE OR NOT ENOUGH. THE AIRPLANE COLLIDED WITH THE RUNWAY IN A NOSE DOWN ATTITUDE, BOUNCED, DEPARTED THE RUNWAY TO THE LEFT AND CAME TO REST IN A NOSE DOWN ATTITUDE SUSTAINING SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S IMPROPER FLARE ON LANDING WHICH RESULTED IN AN IN FLIGHT LOSS OF CONTROL AND COLLISION WITH TERRAIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Student	Age:	52, 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 20, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N95825
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15285971
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 3, 1992 Annual	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5937 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-2C
Registered Owner:	TIDWELL, A.C.	Rated Power:	115 Horsepower
Operator:	TIDWELL, A.C.	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:	Day
Observation Facility, Elevation:	TLH, 81 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:15 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	Class D; Class E

Airport Information

Airport:	TALLAHASSEE REGIONAL TLH	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	6066 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.39055,-84.510696(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	TERRANCE CARRAWAY; ORLANDO , FL
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33198

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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](#).