



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | NEW ALBANY, Mississippi | Accident Number: | ATL83FKQ02 |
| Date & Time: | May 9, 1983, 19:30 Local | Registration: | N76379 |
| Aircraft: | CESSNA 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

THE STUDENT PLT WAS INSTRUCTED TO MAKE 1 OR 2 LANDINGS AFTER RETURNING FROM A SOLO CROSS-COUNTRY FLT. HE WAS UNABLE TO RECALL DETAILS OF THE ACCIDENT, BUT HIS WIFE WAS AT THE AIRPORT & WAS A WITNESS. ACCORDING TO HER, THE PLT MADE A GO-AROUND ON HIS FIRST APPROACH. ON THE SECOND APPROACH, THE ACFT TOUCHED DOWN, BOUNCED ONCE OR TWICE, POWER WAS ADDED & THE ACFT LIFTED OFF. HOWEVER, DURING THE SEQUENCE, THE ACFT ANGLED TO THE LEFT OF THE RWY & SUBSEQUENTLY COLLIDED WITH A ROW OF TREES APRX 360 FT FROM THE RWY CENTERLINE. THE ACFT WAS EXAMINED & AN ENGINE RUN-UP WAS MADE, BUT NO PREIMPACT MECHANICAL MALFUNCTION OF FAILURE WAS FOUND.

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 - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

- 5. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|---------------|
| Certificate: | Student | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | March 4, 1983 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 31 hours (Total, all aircraft), 31 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N76379 |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 10800 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 18, 1982 Annual | Certified Max Gross Wt.: | 1450 lbs |
| Time Since Last Inspection: | 43 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1758 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | C-85-12 |
| Registered Owner: | CHARLES C. HARRIS | Rated Power: | 85 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Dusk |
| Observation Facility, Elevation: | MEM | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 14000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / 6 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 40° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 18°C / 8°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | NEW ALBANY , MS (M72) | Type of Flight Plan Filed: | None |
| Destination: | NEW ALBANY , MS (M72) | Type of Clearance: | None |
| Departure Time: | 17:23 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------|----------------------------------|--------------|
| Airport: | NEW ALBANY M72 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 399 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 3900 ft / 75 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 34.489044,-89.019477(est) |

Administrative Information

Investigator In Charge (IIC): Towery, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5974>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).