



Aviation Investigation Final Report

Location:	ALLENDALE, South Carolina	Accident Number:	ATL82DA077
Date & Time:	March 20, 1982, 16:15 Local	Registration:	N757VV
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING A SOLO THREE HUNDRED MILE CROSS COUNTRY FLIGHT THE STUDENT PILOT STATED THAT HE STRAYED TO THE SOUTH OF HIS INTENDED COURSE. HE SUBSEQUENTLY BECAME DISORIENTED AND AFTER CIRCLING AN AREA FOR ABOUT 30 MINUTES BEGAN TO PANIC AND ELECTED TO LAND. THE FIELD HE SELECTED WAS WET AND SOFT. THE AIRCRAFT HAD OVER TWO HOURS OF FUEL LEFT AND THE SELECTED FIELD TURNED OUT TO BE 3 MILES NORTHWEST OF THE INTENDED DESTINATION.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (C) PANIC - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - SOFT

5. (F) TERRAIN CONDITION - WET

6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	60 hours (Total, all aircraft), 39 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N757VV
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	152 800 46
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1569 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235
Registered Owner:	BOB JONES UNIVERSITY	Rated Power:	110 Horsepower
Operator:	BOB JONES UNIVERSITY	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MACON , GA (MCN)	Type of Flight Plan Filed:	VFR
Destination:	MIAMI , FL	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	

Airport Information

Airport:	ALLENDALE COUNTY 88J	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	32.999797,-81.299324(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69738>

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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](#).