



Aviation Investigation Final Report

Location:	FUQUAY-VARINA, North Carolina	Accident Number:	ATL93LA057
Date & Time:	February 5, 1993, 15:00 Local	Registration:	N49945
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS ATTEMPTING HIS FOURTH SOLO LANDING OF THE DAY. THE AIRCRAFT LANDED ABOUT 83 FEET SHORT OF THE RUNWAY, LEFT OF CENTERLINE, AND 5 DEGREES LEFT OF RUNWAY HEADING. THE STUDENT WAS UNABLE TO CORRECT BACK TO THE RUNWAY, AND THE AIRCRAFT COLLIDED WITH A RUNWAY LIGHT AND A DIRT BANK BEFORE NOSING DOWN. THE PILOT'S INSTRUCTOR WAS MONITORING THE FLIGHT AND CONFIRMED THAT THE AIRCRAFT VEERED TO THE LEFT OF THE RUNWAY AFTER TOUCHDOWN. THE PILOT REPORTED NO MECHANICAL PROBLEMS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT. THE STUDENT HAD LOGGED ABOUT 21 HOURS TOTAL TIME, INCLUDING ABOUT 1 HOUR SOLO TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO JUDGE A PROPER TOUCHDOWN POINT, AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL AFTER LANDING. A FACTOR WAS THE PILOT'S LACK OF TOTAL EXPERIENCE.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - RUNWAY LIGHT

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Occurrence #5: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Student	Age:	33,Male
Airplane Rating(s):	None	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:	December 1, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	21 hours (Total, all aircraft), 19 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 17 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:	N49945
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15281408
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 24, 1992 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	87 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1829 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	CANUP, CLYDE W.	Rated Power:	110 Horsepower
Operator:	RON'S AIRCRAFT SERVICE	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:	RDU ,437 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	15:00 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Thin Overcast / 20000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5W5)	Type of Flight Plan Filed:	None
Destination:	(5W5)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRIPLE W AIRPARK 5W5	Runway Surface Type:	Asphalt
Airport Elevation:	244 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3004 ft / 70 ft	VFR Approach/Landing:	Full stop

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:	35.539237,-78.829177(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Ralph

Additional Participating Persons: MARY J BALLARD; MORRISVILLE , NC

Original Publish Date: October 25, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=8728>

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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](#).