Aviation Investigation Final Report

Location:	MAIDEN, North Carolina	**Accident Number:**	ERA23LA316
Date & Time:	July 27, 2023, 12:11 Local	**Registration:**	N6194Q
Aircraft:	Cessna 152	**Aircraft Damage:**	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and student departed on an instructional flight and flew to a nearby grass airstrip for pattern work. Although the flight instructor had flown into the airstrip before, he did not check the runway length before the flight departed and thought it was longer than the actual published 2,400-ft length. After arriving at the destination airstrip the, student entered left downwind for runway 13, resulting in a right quartering tailwind of about 5 knots. The flight instructor told the student to perform a short field landing. The student turned early onto the base leg of the airport traffic pattern, then turned onto final approach, resulting in the airplane being high and fast. After informing the student that the airplane was high and fast the student pitched the airplane down, which increased the airspeed, but he did not reduce power. The airplane continued to be high and fast, and somewhere before the midpoint of the runway the flight instructor told the student to go around. He repeated the instruction after the student hesitated. The student leveled off, added full power, removed carburetor heat, but left the flaps extended at 30° while he pitched for Vx airspeed. While climbing slightly, and with insufficient runway remaining to land, the flight instructor took the controls from the student and at that time realized the flaps were still at 30°. The airplane subsequently collided with trees beyond the end of the runway before descending to the ground resulting in substantial damage to the fuselage, wings, and empennage. The flight instructor reported there was no preimpact mechanical failures or malfunctions of the airplane that would have precluded normal operation. He also reported that the accident could have been prevented by executing a go-around much earlier.

Probable Cause and Findings

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

The flight instructor's inadequate supervision of the landing approach and go-around, and his delayed remedial action.

Findings

Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Monitoring other person - Instructor/check pilot

Factual Information

History of Flight

Approach-VFR go-around	Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	25,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	August 14, 2020
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	September 23, 2022
Flight Time:	886 hours (Total, all aircraft), 121 hours (Total, this make and model), 797 hours (Pilot In Command, all aircraft), 184 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	**Age:**	22,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	May 7, 2019
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	July 12, 2023
Flight Time:	164 hours (Total, all aircraft), 3 hours (Total, this make and model), 118 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N6194Q
Model/Series:	152 No Series Exists	**Aircraft Category:**	Airplane
Year of Manufacture:	1981	**Amateur Built:**	
Airworthiness Certificate:	Utility	**Serial Number:**	15285189
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	July 20, 2023 Annual	**Certified Max Gross Wt.:**	1675 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	19000 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-235-L2C
Registered Owner:	PNL AERO LLC	**Rated Power:**	110 Horsepower
Operator:	Flight Level Aviation LLC	**Operating Certificate(s) Held:**	None
Operator Does Business As:	Race City Flight Operations	**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KIPJ,875 ft msl	**Distance from Accident Site:**	6 Nautical Miles
Observation Time:	12:25 Local	**Direction from Accident Site:**	204°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	Unknown / None
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	Unknown / N/A
Altimeter Setting:	30.15 inches Hg	**Temperature/Dew Point:**	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mooresville, NC (14A)	**Type of Flight Plan Filed:**	None
Destination:	MAIDEN, NC	**Type of Clearance:**	None
Departure Time:	11:58 Local	**Type of Airspace:**	

Airport Information

Airport:	Laneys Airport N92	**Runway Surface Type:**	Grass/turf
Airport Elevation:	1025 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	13	**IFR Approach:**	None
Runway Length/Width:	2400 ft / 75 ft	**VFR Approach/Landing:**	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	N/A	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	N/A	**Latitude, Longitude:**	35.576147,-81.109913(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Delbert L Areford; FAA/FSDO; Charlotte, NC
Original Publish Date:	November 30, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192735

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.