



National Transportation Safety Board Aviation Accident Final Report

Location:	BLAIRSTOWN, NJ	Accident Number:	NYC96LA119
Date & Time:	06/01/1996, 1415 EDT	Registration:	N8869U
Aircraft:	Cessna 172F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During landing the pilot experienced a loss of control, and the airplane went off the side of the runway and struck a tree. According to the pilot, 'I experienced a wind shift, from essentially, up the runway to a direct crosswind to the right. This wind shift occurred during my landing flare, and blew me off centerline, and toward the right side of the runway. I immediately took corrective action, but the inertia drove me off the edge of the runway onto the grass along side of (the runway). I continued to attempt corrective action, but because the trajectory of my travel was about 45 degrees along the runway, but on the grass, control was difficult to return. The roll started to straighten out gradually, but by this time, I was along the tree line and the right wing tip clipped a small tree, spinning the nose of the plane into the dirt embankment, and trees, bringing the aircraft to a complete stop.' The pilot reported no mechanical malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control due to improper compensation for wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

Factual Information

On June 1, 1996, about 1415 eastern daylight time, a Cessna 172F, N8869U, was substantially damaged when it collided with trees and terrain during landing at Blairstown Airport(1N7), New Jersey. The private pilot and passenger were not injured. Visual meteorological conditions prevailed for the personal flight conducted under 14 CFR Part 91. No flight plan had been filed for the flight originating in Forty Fort, Pennsylvania.

According to the NTSB Form 6120.1/2 the pilot stated that while landing on runway 25, "I experienced a wind shift from, essentially, up the runway to a direct crosswind to the right. This wind shift occurred during my landing flare, and blew me off centerline and toward the right side of the runway. I immediately took corrective action, but the inertia drove me off the edge of the runway onto the grass along side of runway 25. I continued to attempt corrective action, but because the trajectory of my travel was about 45 degrees along the runway, but on the grass, control was difficult to return. The roll started to straighten out gradually, but by this time, I was along the tree line and the right wing tip clipped a small tree, spinning the nose of the plane into the dirt embankment and trees, bringing the aircraft to a complete stop." The pilot reported no mechanical malfunctions.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	07/13/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	179 hours (Total, all aircraft), 142 hours (Total, this make and model), 98 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8869U
Model/Series:	172F 172F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17252785
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/01/1995, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	91 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1600 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	WILLIAM J. CARLIN	Rated Power:	145 hp
Operator:	WILLIAM J. CARLIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABE, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1351 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 7° C
Precipitation and Obscuration:			
Departure Point:	FORTY FORT, PA (WBW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	BLAIRSTOWN (1N7)	Runway Surface Type:	Asphalt
Airport Elevation:	372 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3100 ft / 55 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	08/20/1996
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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