



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	OXFORD, MA	<b>Accident Number:</b>	IAD98LA025
<b>Date &amp; Time:</b>	02/01/1998, 1000 EST	<b>Registration:</b>	N78222
<b>Aircraft:</b>	Cessna 172K	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot said that he applied back pressure to the yoke to reduce a nose wheel vibration during landing and the airplane began 'hopping.' The pilot also attempted to retract the flaps during the landing sequence in an effort to increase braking ability. During that time, the airplane drifted to the right, struck a snowbank, nosed over, and came to rest inverted. According to the pilot, 'The airplane drifted right and struck the snowbank, probably because I was reaching for the flaps.' The pilot had 100 hours of flight experience, 20 hours of which were in make and model.

## Probable Cause

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

## Findings

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

### Findings

1. LANDING GEAR, NOSE GEAR - VIBRATION
  2. (F) REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
  3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

4. TERRAIN CONDITION - SNOWBANK

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	100 hours (Total, all aircraft), 20 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N78222
Model/Series:	172K 172K	Engines:	1 Reciprocating
Operator:	JOHNSON AVIATION INC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORH, 1009 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 60°
Temperature:	-1° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(43M)	Destination:	

## Airport Information

Airport:	OXFORD AIRPORT (43M)	Runway Surface Type:	Asphalt
Runway Used:	2	Runway Surface Condition:	Dry
Runway Length/Width:	2047 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BRIAN C RAYNER	Adopted Date:	02/22/2001
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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