



National Transportation Safety Board Aviation Accident Final Report

Location:	NASHUA, NH	Accident Number:	NYC91LA081
Date & Time:	03/01/1991, 1430 EST	Registration:	N97313
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT WAS COMPLETING A SOLO CROSS COUNTRY. DURING LANDING HE SAID, 'IN THE LANDING FLARE A GUST OF WIND ESTIMATED AT 20 KNOTS STRUCK THE AIRCRAFT...THE AIRCRAFT ROTATED 80 DEGREES LEFT OF CENTERLINE. AFTER MAKING ATTEMPTS TO CORRECT I PULLED BACK THE POWER AND TRIED TO STOP.' THE AIRPLANE STRUCK A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE FAILURE OF THE PILOT TO COMPENSATE FOR WIND CONDITIONS DURING LANDING, RESULTING IN A LOSS OF CONTROL AND COLLISION WITH A TREE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/27/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	64 hours (Total, all aircraft), 59 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N97313
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17267177
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D2J
Registered Owner:	CIVIL AIR PATROL	Rated Power:	160 hp
Operator:	CIVIL AIR PATROL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 1° C
Precipitation and Obscuration:			
Departure Point:	PAWTUCKET, RI (SFZ)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1440 EST	Type of Airspace:	

Airport Information

Airport:	NASHUA (ASH)	Runway Surface Type:	Asphalt
Airport Elevation:	200 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop

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):	ALAN J YURMAN	Report Date:	06/10/1993
Additional Participating Persons:	TED DOMIN; PORTLAND, ME		
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.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).