



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	NASHUA, NH	<b>Accident Number:</b>	NYC91LA081
<b>Date &amp; Time:</b>	03/01/1991, 1430 EST	<b>Registration:</b>	N97313
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## 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

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

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

### Findings

4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N97313
<b>Model/Series:</b>	172P 172P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CIVIL AIR PATROL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-D2J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 20 knots, 150°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PAWTUCKET, RI (SFZ)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NASHUA (ASH)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	14	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5500 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 06/10/1993

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](mailto: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 National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.