



National Transportation Safety Board Aviation Accident Final Report

Location:	HAZELTON, PA	Accident Number:	NYC00LA101
Date & Time:	03/01/2000, 0930 EST	Registration:	N67639
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

While landing on runway 10, the airplane initially touched down on the right main landing gear first and the nose shifted unexpectedly to the left. The pilot centered the rudder and inputted left aileron in an attempt to get the left main landing gear on the ground; however, the airplane continued to drift to the left. The airplane departed the left side of the runway, and came to rest in a ditch. Winds reported at a nearby airport were from 340 degrees at 4 knots.

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 while landing with a crosswind.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On March 1, 2000, about 0930 Eastern Standard Time, a Cessna 152, N67639, was substantially damaged while landing at the Hazelton Municipal Airport (HZL), Hazleton, Pennsylvania. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight that originated at the Eastern West Virginia Regional/Shepherd Field, Martinsburg, West Virginia. The flight was conducted under 14 CFR Part 91.

According to the pilot, while landing on Runway 10, a 4,898-foot long, 100-foot wide, asphalt runway, the airplane initially touched down on the right main landing gear first and the nose shifted unexpectedly to the left. The pilot centered the rudder and inputted left aileron in an attempt to get the left main landing gear on the ground; however, the airplane continued to drift to the left. The airplane departed the left side of the runway, and came to rest in a ditch.

The winds reported at an airport 24 miles to the northeast of HZL, at 0954, were from 340 degrees at 4 knots.

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
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:	06/30/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	79 hours (Total, all aircraft), 55 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N67639
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15281955
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/05/2000, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6710 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	KENNETH E. FEITH	Rated Power:	105 hp
Operator:	AERO-SMITH INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AVP, 545 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	0954 EST	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear / 0 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:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -8°C
Precipitation and Obscuration:			
Departure Point:	MARTINSBURG, WV (MRB)	Type of Flight Plan Filed:	None
Destination:	(HZZ)	Type of Clearance:	None
Departure Time:	0725 EST	Type of Airspace:	Class G

Airport Information

Airport:	HAZELTON MUNICIPAL (HZZ)	Runway Surface Type:	Asphalt
Airport Elevation:	1603 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	4898 ft / 100 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):	STEPHEN M DEMKO	Report Date:	03/02/2001
Additional Participating Persons:	LARRY KREIDER; ALLENTOWN, PA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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