



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NORTHFIELD, NH	<b>Accident Number:</b>	NYC89FA206
<b>Date &amp; Time:</b>	09/01/1989, 2205 EDT	<b>Registration:</b>	N65595
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

EARLIER IN THE DAY, AT 1317 AND AT 1553, THE PLT RECEIVED WX BRIEFINGS FOR A VFR FLT FROM NEWBURYPORT TO LACONIA, TO RETURN LATER IN THE EVENING. THE 1553 BRIEFING INCLUDED AN ADVISORY THAT VFR FLT WAS NOT RECOMMENDED. ACFT DEPARTED LACONIA AT 2155 FOR RETURN FLT. CONTACTED APCH CONTROL AT 2158. AT 2206 CONTROLLER TRIED TO CONTACT FLT BUT THERE WAS NO RESPONSE. WRECKAGE FOUND NEXT MORNING. ANOTHER AIRCRAFT, WHICH HAD DEPARTED BEHIND N65595, ENCOUNTERED LOW CEILINGS AND EXTREME TURBULENCE CAUSING IT TO CRASH IN A HAY FIELD.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INITIATED FLIGHT INTO KNOWN ADVERSE WEATHER WHICH RESULTED IN A LOSS OF CONTROL. CONTRIBUTING FACTOR(S) WAS: THE PILOT'S OVERCONFIDENCE AND THE EXISTING WEATHER CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. (F) WEATHER CONDITION - RAIN
  4. (F) WEATHER CONDITION - LOW CEILING
  5. (F) WEATHER CONDITION - TURBULENCE
  6. (F) WEATHER CONDITION - DOWNDRAFT
  7. (F) LIGHT CONDITION - DARK NIGHT
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

8. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	1535 hours (Total, all aircraft), 1499 hours (Total, this make and model), 1275 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N65595
<b>Model/Series:</b>	172P 172P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HARRY P. AVAKIAN	<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 - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	CON, 346 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 4000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 170°
<b>Temperature:</b>	-18° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LACONIA, NH (LCI)	<b>Destination:</b>	NEWBURYPORT, MA (2B2)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CHAUNCEY D TWINE, JR.	<b>Adopted Date:</b>	01/23/1992
<b>Investigation Docket:</b>	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 <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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