



National Transportation Safety Board Aviation Accident Final Report

Location:	ERWINNA, PA	Accident Number:	NYC88LA024
Date & Time:	11/01/1987, 1600 EST	Registration:	N4302T
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS LANDING THE AIRCRAFT ON RUNWAY 25 AT VANSANT AIRPORT. AT ABOUT 100 FEET DOWN THE RUNWAY, THE AIRCRAFT VEERED TO THE LEFT, OFF OF THE RUNWAY AND SLID DOWN AN EMBANKMENT AND CAME TO REST AFTER COLLIDING WITH A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

2. (F) TERRAIN CONDITION - RAVINE
3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	41, 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--w/ waivers/lim.	Last FAA Medical Exam:	06/09/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	105 hours (Total, all aircraft), 105 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4302T
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8316065
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/30/1987, 100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3583 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	LINCOLN FLYING SERVICE	Rated Power:	160 hp
Operator:	LINCOLN FLIGHT, INC.	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:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	VANSANT (9N1)	Runway Surface Type:	Grass/turf
Airport Elevation:	390 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3000 ft / 120 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT HANCOCK	Report Date:	05/26/1989
Additional Participating Persons:			
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).