



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	VINCENTOWN, NJ	<b>Accident Number:</b>	NYC86LA067
<b>Date &amp; Time:</b>	02/01/1986, 1230 EDT	<b>Registration:</b>	N55047
<b>Aircraft:</b>	Champion 7ECA	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT STATED THAT A NORMAL APPROACH AND A 3 POINT LANDING WERE MADE AT THE RED LION AIRPORT. HOWEVER AFTER THE AIRCRAFT ROLLED FOR 2-3 SECONDS, IT STARTED TO DRIFT TO THE RIGHT. LEFT RUDDER WAS APPLIED, BUT THERE WAS NO RESPONSE. THE PILOT THEN APPLIED FULL LEFT RUDDER AND BRAKES. THE AIRCRAFT SLOWED DOWN, BUT REPORTEDLY THERE WAS STILL NO RESPONSE FROM THE LEFT RUDDER. THE AIRCRAFT DEPARTED THE RUNWAY AT A 45 DEGREE ANGLE, COLLIDED WITH A DIRT EMBANKMENT AND WAS DAMAGED. AN EXAM OF THE AIRCRAFT WAS MADE, BUT NO PRE-ACDNT MALFUCTION WAS FOUND.

## Probable Cause

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
2. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	149 hours (Total, all aircraft), 7 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N55047
<b>Model/Series:</b>	7ECA 7ECA	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RED LION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	1°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(N73)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	RED LION (N73)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	5	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2900 ft / 45 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): FRANCES D LEWIS

Adopted 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](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 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.