



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	STORMVILLE, NY	<b>Accident Number:</b>	NYC85LA210
<b>Date &amp; Time:</b>	08/01/1985, 1630 EDT	<b>Registration:</b>	N52503
<b>Aircraft:</b>	CESSNA 172P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ACCORDING TO THE PILOT, DURING THE SECOND TOUCH AND GO LANDING, AT ABOUT 30 FEET FROM TOUCHDOWN, A WIND GUST LIFTED AND VEERED THE AIRCRAFT LEFT OF THE RUNWAY CENTERLINE. THE PILOT ATTEMPTED TO GO AROUND APPLIED FULL POWER; HOWEVER, THE LEFT WING COLLIDED WITH A TREE AND THE AIRCRAFT FELL TO THE GROUND IN A NOSE DOWN ATTITUDE. WITNESSES AT THE AIRPORT DESCRIBED THE ACCIDENT IN A SIMILAR WAY; HOWEVER POWER WAS ADDED AFTER THE AIRCRAFT CONTACTED THE TREE.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) WEATHER CONDITION - GUSTS
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (F) GO-AROUND - INITIATED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

### Findings

4. (F) OBJECT - TREE(S)
5. (C) COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
6. (F) CLEARANCE - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

7. (F) TERRAIN CONDITION - GROUND
8. (C) DESCENT - UNCONTROLLED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/30/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	450 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N52503
<b>Model/Series:</b>	172P 172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17274543
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/03/1985, Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1056 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	DEAN W. DUTCHER	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	DEAN W. DUTCHER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	POU, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1600 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 15° C
Precipitation and Obscuration:			
Departure Point:	POUGHKEEPSIE, NY (POU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	STORMVILLE (N69)	Runway Surface Type:	Asphalt
Airport Elevation:	358 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	3320 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	Report Date:	
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 <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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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](#).