



National Transportation Safety Board Aviation Accident Final Report

Location:	REEDSVILLE, PA	Accident Number:	NYC84LA123
Date & Time:	04/01/1984, 1305 EST	Registration:	N5261D
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT AT ABOUT THE TIME HE APPLIED POWER TO TAKEOFF, THE ACFT VEERED TO THE LEFT. HE STATED THAT HIS EFFORTS TO RETURN THE ACFT TO THE CENTERLINE OF THE RWY DID NOT WORK. SUBSEQUENTLY, THE ACFT WENT THRU A SNOWBANK BESIDE THE RWY, THEN ENTERED SOFT TERRAIN & NOSED OVER. HE REPORTED THAT THE WIND WAS FROM 310 AT 10 GUSTING 20 KTS.

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: TAKEOFF - ROLL/RUN

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CROSSWIND
5. (F) WEATHER CONDITION - GUSTS
6. NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

7. (F) TERRAIN CONDITION - SNOWBANK
8. (F) TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	
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:	Unknown Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/07/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	189 hours (Total, all aircraft), 20 hours (Total, this make and model), 128 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5261D
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17272479
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1088 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	CENTER AIRLINES	Rated Power:	160 hp
Operator:	CENTER AIRLINES	Operating Certificate(s) Held:	

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	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	MIFFLIN CO.	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	None

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):	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 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](#).