



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	REEDSVILLE, PA	<b>Accident Number:</b>	NYC84LA123
<b>Date &amp; Time:</b>	04/01/1984, 1305 EST	<b>Registration:</b>	N5261D
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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
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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
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Occurrence #3: NOSE OVER  
Phase of Operation: TAKEOFF

## Pilot Information

Certificate:	Private	Age:	
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CENTER AIRLINES	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-320-H2AD
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 20 knots, 310°
Temperature:	7° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

## Airport Information

Airport:	MIFFLIN CO.	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 75 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): VERNON A TAYLOR

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 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.