



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDES, NY	Accident Number:	NYC85LA017
Date & Time:	11/01/1984, 1514 EST	Registration:	N64182
Aircraft:	CESSNA 172P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

ACCORDING TO THE PLT, HE ENCOUNTERED DETERIORATING VISIBILITY DUE TO HAZE & HE ELECTED TO LAND IN AN UNIMPROVED FIELD. THE 1ST APPROACH WAS ABORTED; HOWEVER, THE ACFT TOUCHED DOWN ON THE 2ND APPROACH. AFTER TOUCHING DOWN, THE PLT REALIZED THE FIELD WAS TOO SHORT. HE INITIATED A TAKEOFF, BUT THE ACFT WOULD NOT CLEAR BRUSH AT THE END OF THE FIELD & SUBSEQUENTLY COLLIDED WITH THE BRUSH AND TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HAZE/SMOKE
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (F) ABORTED LANDING - DELAYED - PILOT IN COMMAND
7. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	53, 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:	11/23/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	115 hours (Total, all aircraft), 49 hours (Total, this make and model), 68 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N64182
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	17275530
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	802 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-D2J
Registered Owner:	JHS, INC.	Rated Power:	160 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CT. AIR SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELM, 955 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / 4° C
Precipitation and Obscuration:			
Departure Point:	BINGHAMTON, NY (BGM)	Type of Flight Plan Filed:	VFR
Destination:	DANBURY, CT (DXR)	Type of Clearance:	VFR
Departure Time:	1437 EST	Type of Airspace:	Class G

Airport Information

Airport:	DELANEY	Runway Surface Type:	Dirt; Grass/turf
Airport Elevation:	2200 ft	Runway Surface Condition:	Dry; Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary Landing; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 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](#).