



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	St. Johns, AZ	<b>Accident Number:</b>	LAX02LA245
<b>Date &amp; Time:</b>	08/01/2002, 0735 MST	<b>Registration:</b>	N2233D
<b>Aircraft:</b>	Cessna 170B	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot attempted to make a three-point touchdown with a known crosswind and the airplane ground looped, veered off the runway, and collided with an airport boundary fence. Just after touchdown on runway 14, a ground loop commenced, and the airplane veered to the right. Left brake and rudder were applied in order to regain control, whereupon the airplane ran off the east side of the runway. The pilot decided to abort the landing and applied full power in an attempt to get the airplane airborne and under control, but the left wingtip contacted the ground. The airplane then struck a fence, impacted the ground, nosed over, and came to rest inverted. The automated surface observation system (ASOS) was reporting winds from 240 at 11 knots about 20 minutes after the accident. Runway 21 was available at the airport for the landing.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of the wrong runway for the existing crosswind condition and his subsequent inadequate compensation for the winds, which led to a failure to maintain directional control and a ground loop.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

6. OBJECT - FENCE
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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ABORTED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	754 hours (Total, all aircraft), 106 hours (Total, this make and model), 713 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2233D
<b>Model/Series:</b>	170B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Thomas D. Lynch	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-145
<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>	KSJN, 5736 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 240°
<b>Temperature:</b>	24° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OVERGAARD, AZ (AZ82)	<b>Destination:</b>	St. Johns, AZ (SJN)

## Airport Information

<b>Airport:</b>	St. Johns Industrial Air Park (SJN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	14	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5323 ft / 75 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>	34.518333, -109.378611		

## Administrative Information

Investigator In Charge (IIC): JEFF RICH

Adopted Date: 03/02/2004

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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