



National Transportation Safety Board Aviation Accident Final Report

Location:	MT AIRY, NC	Accident Number:	ATL82FA224
Date & Time:	08/01/1982, 1410 EDT	Registration:	N61856
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER ARRIVING AT THE DESTINATION, THE PILOT LANDED ON RUNWAY 36 WITH A WESTERLY WIND AT ABOUT 7 GUSTING 10 KTS. AFTER TOUCHDOWN, THE PLANE VEERED TO THE RIGHT, HIT A DITCH AND WAS DAMAGED. A POST CRASH EXAMINATION REVEALED NO DISCREPANCIES WITH THE BRAKING SYSTEM OR NOSEWHEEL STEERING.

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: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (F) WEATHER CONDITION - GUSTS
 3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/26/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	70 hours (Total, all aircraft), 16 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N61856
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17264847
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4665 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2D
Registered Owner:	JOHN D. HAIGLER (DOYLE FLYING	Rated Power:	150 hp
Operator:	ARTHUR W. PARRIS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLO, 0 ft msl	Distance from Accident Site:	150 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	6 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	84° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ROCKINGHAM, NC	Type of Flight Plan Filed:	None
Destination:	MT. AIRY, NC	Type of Clearance:	None
Departure Time:	1250	Type of Airspace:	

Airport Information

Airport:	MT. AIRY-SURRY CTY (MWK)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	08/01/1983
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](#).