



National Transportation Safety Board Aviation Accident Final Report

Location:	South Harpswell, ME	Accident Number:	MIA08CA179
Date & Time:	09/01/2008, 1330 EDT	Registration:	N251SP
Aircraft:	CESSNA 172SP	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that prior to landing he believed that he had a quartering head wind between 6 and 8 knots. Once over runway 14 at 10 feet agl, "suddenly the wind shifted and we were lifted up and keeled over to the right. Once I leveled the wings I realized that we were quickly running out of runway." The pilot stated that he attempted a go-around; he put in full power and raised the flaps to 20 degrees. However, he did not have enough power or clearance to stay out of the trees. The pilot banked left to avoid the trees and "dropped" the airplane in a field between houses. The airplane hit the ground and then skidded to a stop into a tree. The reported weather conditions at Brunswick, Maine, at the time of the accident was visual meteorological conditions with winds at 340 degrees at 19 knots gusting to 27 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane while landing in gusty winds.

Findings

Aircraft	Climb capability - Capability exceeded
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Sudden wind shift - Ability to respond/compensate (Factor)

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	25, 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 Without Waivers/Limitations	Last Medical Exam:	01/01/2008
Occupational Pilot:		Last Flight Review or Equivalent:	12/01/2006
Flight Time:	142 hours (Total, all aircraft), 142 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N251SP
Model/Series:	172SP	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172S8227
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/01/2007, Annual	Certified Max Gross Wt.:	2558 lbs
Time Since Last Inspection:	52 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0360-L2A
Registered Owner:	Ari Meisel	Rated Power:	180 hp
Operator:	Ari Meisel	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	NHZ	Observation Time:	1256
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	26 °C / 6 °C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	19 knots/ 27 knots, 340°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Portsmouth, NH (PSM)	Type of Flight Plan Filed:	None
Destination:	South Harpswell, ME (ME33)	Type of Clearance:	None
Departure Time:	1230 EDT	Type of Airspace:	

Airport Information

Airport:	Farr Field (ME33)	Runway Surface Type:	Grass/turf
Airport Elevation:	70 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	1900 ft / 100 ft	VFR Approach/Landing:	Straight-in

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		

Administrative Information

Investigator In Charge (IIC):	Ralph L Wilson	Adopted Date:	01/22/2009
Additional Participating Persons:	Fred King; FAA/FSDO; Portland, ME		
Publish Date:	01/22/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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