



National Transportation Safety Board Aviation Accident Data Summary

Location:	South Harpswell, ME	Accident Number:	MIA08CA179
Date & Time:	09/01/2008, 1330 EDT	Registration:	N251SP
Aircraft:	CESSNA 172SP	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.

Flight Events

Approach-VFR go-around - Loss of control in flight

Approach-VFR go-around - Collision with terr/obj (non-CFIT)

Probable Cause

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-Aircraft oper/perf/capability-Aircraft capability-Climb capability-Capability exceeded
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Sudden wind shift-Ability to respond/compensate - F

Pilot Information

Certificate:	Private	Age:	25
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Ari Meisel	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO360-L2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	NHZ	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	19 knots/ 27 knots, 340°
Temperature:	26° C / 6° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Portsmouth, NH (PSM)	Destination:	South Harpswell, ME (ME33)

Airport Information

Airport:	Farr Field (ME33)	Runway Surface Type:	Grass/turf
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	1900 ft / 100 ft		

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

Administrative Information

Investigator In Charge (IIC):	Ralph L Wilson	Adopted 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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