



Aviation Investigation Factual Report

Location:	WEEDSPORT, New York	Accident Number:	NYC96LA072
Date & Time:	March 10, 1996, 17:30 Local	Registration:	N3407R
Aircraft:	Cessna 182L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 10, 1996, at 1730 eastern standard time, a Cessna 182L, N3407R, was substantially damaged when it struck a snow bank during takeoff at the Whitfords Airport, Weedsport, New York. The private pilot and four passengers were not injured. Visual meteorological conditions prevailed for the personal flight that originated at Whitfords. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the pilot stated that after fueling his airplane, he taxied to runway 01 and set the flaps for a short/soft field takeoff. He further stated:

"...I released the brakes and maintained runway heading. I brought the nose off the ground almost immediately, but the mains stayed grounded until the indicated airspeed was approximately 50 MPH. As the main gear lifted off, I felt the left main gear strike the left snow bank...I attempted to 'steer' aircraft back onto runway via rudder and aileron; however, the pressure of the snow was too great and was bringing the left wing down. I pulled throttle and mixture. Airplane nosed over..."

The pilot also stated, "Regardless of previous aircraft experience with this runway, on that date, this pilot did not have the experience to takeoff on a thin runway with cross wind potential."

In a written statement and telephone interview, the Federal Aviation Administration (FAA) Inspector stated that the pilot/owner kept his airplane at the Camillus Airport (NY35), Camillus, New York, which did not have fuel service. The pilot, three adults, and one infant, departed NY35 and flew to Whitfords (B16) to fuel the airplane. The pilot landed on runway 28, a 2,800 foot sod strip, which was covered with 6 to 8 inches of snow. The pilot refueled the airplane, and taxied out to runway 01, a 1,600 foot sod strip. Runway 01 was also snow covered, and had a path cleared down the middle about 18 feet wide.

The pilot stated to the FAA Inspector that he started the takeoff roll and rotated about 1,200 feet down the runway. After liftoff, the airplane drifted left, where the left main gear struck a snow bank and the airplane nosed over. The FAA Inspector also stated that B16 was NOTAM closed due to snow covered runways.

Winds reported at an airport 20 miles east of the departure airport were from 290 degrees at 10 knots. The pilot's total flying experience was about 135 hours, and he had not flown in the previous 90 days.

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 22, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	135 hours (Total, all aircraft), 62 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3407R
Model/Series:	182L 182L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18258707
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 25, 1995 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2414 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	BARRETT P. PECK	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SYR ,421 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(B16)	Type of Flight Plan Filed:	None
Destination:	MONTPELIER (MPV)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WHITFORDS B16	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Snow
Runway Used:	10	IFR Approach:	
Runway Length/Width:	2800 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	43.039268,-76.560668(est)

Administrative Information

Investigator In Charge (IIC): Pearce, Robert

Additional Participating Persons: LAUREN C DATES; ROCHESTER , NY

Report Date: July 9, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39157>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).