



Aviation Investigation Final Report

Location:	GAITHERSBURG, Maryland	Accident Number:	BF088LA074
Date & Time:	August 21, 1988, 13:30 Local	Registration:	N86346
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE LOCAL WINDS WERE VARYING FROM 340 DEGREES TO 360 DEGREES AT 12 KNOTS GUSTING TO 20 KNOTS. THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL DUE TO GUSTY WINDS WHILE ON LANDING ROLL. THE AIRCRAFT CONTACTED A VASI LIGHT AND THEN A DITCH.

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - APPROACH LIGHT/NAVAID

6. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	40, 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:	April 13, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	397 hours (Total, all aircraft), 262 hours (Total, this make and model), 344 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N86346
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	11AC154
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 15, 1987 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	157 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1690 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A65-8
Registered Owner:	PATRICK H. STROW	Rated Power:	65 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:		Distance from Accident Site:	
Observation Time:	13:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LONG GREEN , MD (MD48)	Type of Flight Plan Filed:	None
Destination:	GAITHERSBURG , MD (GAI)	Type of Clearance:	None
Departure Time:	11:54 Local	Type of Airspace:	Class G

Airport Information

Airport:	MONTGOMERY COUNTY GAI	Runway Surface Type:	Asphalt
Airport Elevation:	540 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4235 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.14022,-77.210968(est)

Administrative Information

Investigator In Charge (IIC):	Kleckner, Pamela
Additional Participating Persons:	JACK PETROU; BALTIMORE , MD
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11431

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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](#).