



Aviation Investigation Final Report

Location:	NEW PALTZ, New York	Accident Number:	NYC87LA088
Date & Time:	February 16, 1987, 20:45 Local	Registration:	N9708G
Aircraft:	CESSNA 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE CESSNA 180/H WAS DEPARTING THE RUNWAY AT NIGHT WITH TWO PASSENGERS ON BOARD. THE PILOT LOST CONTROL OF THE AIRCRAFT AS THE TAIL CAME UP AND VEERED LEFT INTO A SNOW BANK. AFTER STRIKING THE LEFT SNOW BANK, THE AIRCRAFT VEERED RIGHT AND STRUCK THE RIGHT SNOW BANK. AFTER STRIKING THE RIGHT SNOW BANK, THE AIRCRAFT HIT A DRAINAGE DITCH AND THEN FLIPPED OVER. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE THREE OCCUPANTS RECEIVED MINOR INJURIES. THERE WAS NO FIRE. THE TAKEOFF WAS INITIATED ON RWY 14. THE WINDS WERE REPORTED AS BEING FROM 040 AT 10 KTS WITH GUSTS TO 15 KTS.

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: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

5. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Findings

6. (F) TERRAIN CONDITION - SNOWBANK

7. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	927 hours (Total, all aircraft), 39 hours (Total, this make and model), 864 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9708G
Model/Series:	180H 180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052208
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 6, 1986 Continuous airworthiness	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	DAVID EDWARD	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:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	20:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	TETERBORO , NJ (TEB)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	STANTON 43N	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	303 ft msl	Runway Surface Condition:	
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2400 ft / 23 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	41.739788,-74.079833(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons:

Original Publish Date: March 21, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30605>

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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](#).