



Aviation Investigation Final Report

Location:	MARIETTA, Pennsylvania	Accident Number:	NYC84LA080
Date & Time:	January 28, 1984, 19:30 Local	Registration:	N9508B
Aircraft:	CESSNA 172RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT STRUCK A SNOWBANK DURING A NIGHT LANDING. THE CFI STATED EVERYTHING WAS NORMAL UNTIL FLAREOUT WHEN THE ACFT BEGAN TO SETTLE. AFTER STRIKING THE SNOWBANK THE ACFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - SNOWBANK
2. (C) PROPER ALIGNMENT - NOT IDENTIFIED - DUAL STUDENT
3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

- 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
- 6. (C) DIRECTIONAL CONTROL - NOT CORRECTED - DUAL STUDENT

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1073 hours (Total, all aircraft), 28 hours (Total, this make and model), 925 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9508B
Model/Series:	172RG 172RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172RG0842
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1983 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-F1A6
Registered Owner:	YORK AERO, INC.	Rated Power:	160 Horsepower
Operator:	YORK AERO FLYING SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CXY	Distance from Accident Site:	
Observation Time:	16:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PARKERSBURG , VA (PKB)	Type of Flight Plan Filed:	None
Destination:	MAYTOWN , PA (N71)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	

Airport Information

Airport:	MT. JOY N71	Runway Surface Type:	Asphalt
Airport Elevation:	459 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2358 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.050476,-76.550491(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35496>

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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](#).