



Aviation Investigation Final Report

Location:	MT. BETHEL, Pennsylvania	Accident Number:	NYC90LA186
Date & Time:	August 5, 1990, 19:30 Local	Registration:	N112FF
Aircraft:	ROCKWELL 112TC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS EN ROUTE TO EASTON, PENNSYLVANIA, WHEN HE ENCOUNTERED RAIN AND LOWERING VISIBILITIES. HE DECIDED TO MAKE A PRECAUTIONARY LANDING AT GAP VIEW AIRPORT. APPROACH AND TOUCHDOWN WERE NORMAL. DURING ROLL OUT ON WET GRASS, BRAKING ACTION WAS POOR AND THE PILOT DECIDED TO FAVOR THE RIGHT SIDE OF THE RUNWAY. RUDDER CONTROL BECAME INEFFECTIVE AND NOSE WHEEL STEERING WAS NIL. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY, RAN DOWN AN EMBANKMENT AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE. FACTORS WERE WET GRASS AND POOR BRAKING ACTION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - WET
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 8, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1228 hours (Total, all aircraft), 579 hours (Total, this make and model), 1117 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N112FF
Model/Series:	112TC 112TC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	13005
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TO-360-C1A6D
Registered Owner:		Rated Power:	210 Horsepower
Operator:	ROBERT EARL JONES	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 500 ft AGL	Visibility	4 miles
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:	CALDWELL , NJ (CDW)	Type of Flight Plan Filed:	None
Destination:	EASTON , PA (N43)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	GAP VIEW NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	750 ft msl	Runway Surface Condition:	Wet
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	1800 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.900657,-75.109252(est)

Administrative Information

Investigator In Charge (IIC): Twinejr., Chauncey

Additional Participating Persons:

Original Publish Date: March 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36709>

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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](#).