

# SAFETY GRAM 4.0

JANUARY 2018





## **SAFETY GRAM**

January 2018

**\*\*\*HAPPY NEW YEAR AERO CLUB FAMILY\*\*\***

### Case:

Reference NTSB Aviation Accident Factual Report (4 Pages)

Questions (No right or wrong):

- What actions can you take to ensure you're ready to fly after an extended break?
- What would you consider an extended break?
- The pilot in this situation had 10 knots of excess airspeed, what's your tolerance?
- The aviation industry in zeroing in on stabilized approaches, what's your definition of a stable approach? Provide parameters.
- Can you adjust pattern operations for tailwinds and headwinds?
- If your touchdown point shifts, what actions can you take?

### Discussion:

Returning to fly after an extended break is difficult. Remember to take your time, chair fly your patterns, rehearse your maneuvers and then execute. If you find yourself in a sticky situation, remember, go-arounds are free. Always maintain safety. Proper planning prevents poor performance! Let's have a great year.

**CONTINUE TO FLY SAFE!**



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# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Factoryville, PA	<b>Accident Number:</b>	ERA17CA250
<b>Date &amp; Time:</b>	07/19/2017, 2027 EDT	<b>Registration:</b>	N4876F
<b>Aircraft:</b>	CESSNA 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The private pilot reported that he had recently returned to flying after a lengthy period of inactivity and that this was his first solo flight after completing a comprehensive flight review. According to the pilot, after completing the traffic pattern, he landed the airplane at the midpoint of the 2,400-ft-long runway with 10 knots of excess airspeed and a slight tailwind. Despite maximum braking, the airplane overran the departure end of the runway and struck dense brush, which resulted in substantial damage to the engine firewall. The pilot further reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's failure to attain the proper touchdown point, which resulted in a runway overrun.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Object/animal/substance - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Runway excursion (Defining event) Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	06/12/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	435 hours (Total, all aircraft), 8 hours (Total, this make and model), 371 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N4876F
Model/Series:	172 N	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17273094
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	01/20/2017, Annual	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:	70 Hours	Engines:	1 Reciprocating
Airframe Total Time:	15424 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	160 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAV, 962 ft msl	Observation Time:	0054 UTC
Distance from Accident Site:	15 Nautical Miles	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	24° C / 20° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.03 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Factoryville, PA (9N3)	Type of Flight Plan Filed:	None
Destination:	Factoryville, PA (9N3)	Type of Clearance:	None
Departure Time:	1945 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	Factoryville-Seamans (9N3)	Runway Surface Type:	Asphalt
Airport Elevation:	1209 ft	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	41.589444, -75.756111 (est)

## Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	10/31/2017
Additional Participating Persons:	Harry Soudas; FAA/FSDO; Allentown, PA		
Publish Date:	10/31/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95617">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95617</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.