



National Transportation Safety Board Aviation Accident Final Report

Location:	Alton, NY	Accident Number:	NYC08CA068a
Date & Time:	12/22/2009, 1230 EST	Registration:	N3070A
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the runway was frozen with snow.

Probable Cause and Findings

Frozen runway

Findings

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2007
Flight Time:	1700 hours (Total, all aircraft), 1673 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3070A
Model/Series:	170B	Aircraft Category:	Airplane

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. TERRAIN CONDITION - WATER,FROZEN
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - OTHER
4. (F) LOW ALTITUDE FLIGHT/MANEUVER - ATTEMPTED - PILOT IN COMMAND

Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	25714
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	03/01/2007, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	98 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2973 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C145-2A
Registered Owner:	John A. Kiley	Rated Power:	145 hp
Operator:	John A. Kiley	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LCI, 545 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1235 EST	Direction from Accident Site:	350°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 2200 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.59 inches Hg	Temperature/Dew Point:	-5° C / -6° C
Precipitation and Obscuration:			
Departure Point:	Sanford, ME (SFM)	Type of Flight Plan Filed:	None
Destination:	Alton, NH (NH15)	Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	

Airport Information

Airport:	Locke Lake Airport (NH15)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	43.386667, -71.233333

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	02/28/2008
Additional Participating Persons:	Mark Auclair; FAA/FSDO; Portland, ME		
Publish Date:			

Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).