



# Aviation Investigation Final Report

<b>Location:</b>	Endicott, New York	<b>Accident Number:</b>	ERA24LA196
<b>Date &amp; Time:</b>	April 25, 2024, 18:43 Local	<b>Registration:</b>	N8084A
<b>Aircraft:</b>	Cessna 170B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	N/A
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane entered the base leg of the traffic pattern at the destination airport and stated that the airplane was “a little high,” so he increased the flap setting to descend. He continued to descend and while over the runway, “pulled back to bleed off airspeed.” The ground was closer than the pilot expected and the airplane bounced during the subsequent landing. The pilot continued the landing, lost directional control, and the airplane bounced again. He attempted to abort the landing, using rudder input to try and regain directional control, but the airplane veered off the runway to the left. The pilot’s attempts to gain altitude were unsuccessful due to the flaps still being fully extended, and when he determined he would not be able to clear the approaching tree line, he reduced power to idle and initiated a landing in the grass preceding the trees. He was unable to stop the airplane before it impacted the trees, resulting in substantial damage to both of the airplane’s wings.

The pilot 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 maintain control of the airplane during an aborted landing, which resulted in a runway excursion, and subsequent collision with trees.

## Findings

### Personnel issues

Aircraft control - Pilot

### Aircraft

Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-flare/touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 16, 2023
Flight Time:	(Estimated) 178 hours (Total, all aircraft), 10 hours (Total, this make and model), 128 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8084A
<b>Model/Series:</b>	170B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1952	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	20936
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BGM,1636 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	45°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Zelienople, PA (PJC)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Endicott, NY	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TRI-CITIES CZG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	832 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3900 ft / 74 ft	<b>VFR Approach/Landing:</b>	Full stop;Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	N/A	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	N/A	<b>Latitude, Longitude:</b>	42.076381,-76.103158(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Micheal Mantione ; FAA FSDO; Rochester, NY
<b>Original Publish Date:</b>	June 21, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194170">https://data.ntsb.gov/Docket?ProjectID=194170</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).