

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Honesdale State: Pa
 ZIP: 18431 Country: _____
 Latitude: N 41 30.935 (dd:mm:ss N/S) Longitude: W 75 15.0926 (ddd:mm:ss E/W)

Date/Time

Date: 06-20-2016 Local Time: 2:45p
 mm/dd/yyyy
 Time Zone: Eastern daylight saving time

Phase of Operation

☐ Standing ☒ Takeoff (incl. initial climb) ☐ Cruise ☐ Hover
☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other
☐ Descent ☐ Landing ☐ Approach ☐ Unknown

Collision with Other Aircraft

☐ Midair
☐ On-ground
☒ None

Altitude of In-Flight Occurrence

25-30' ft MSL

AIRCRAFT INFORMATION

Manufacturer: Cessna
 Model: 172 P
 Serial Number: 17274945
 Registration Number: N54285 Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 2400 lbs
 Weight at Time of Accident/Incident: 2255 lbs
 Location of Center of Gravity at Time of Accident/Incident:
43.28 inches from ☒ nose or ☐ datum
 -or- _____ Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft

☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyrocraft
☐ Helicopter
☐ Powered lift
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate (Check all that apply)

Standard **Special**
☒ Normal ☐ Restricted
☐ Utility ☐ Limited
☐ Acrobatic ☐ Provisional
☐ Transport ☐ Experimental
☐ Special Flight
☐ Light Sport

Number of Seats: 4

If Large Aircraft, how many seats for:

Flight Crew: _____

Cabin Crew: _____

Passengers: _____

Landing Gear ☐ Retractable

Check any additional landing gear configuration that applies:

☒ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Unknown

Type of Maintenance Program

☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Last Inspection Type

☐ 100 Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☒ Annual ☐ Unknown

Date Last Inspection: 05-26-2016
 mm/dd/yyyy

Airframe Total Time: 9703.9 hrs
 hours measured at (check one)
☐ Last Inspection ☐ Time of Accident/Incident

IFR Equipped

☒ Yes ☐ No ☐ Unknown

Stall Warning System Installed

☒ Yes ☐ No ☐ Unknown

Type of Fire Extinguishing System

☒ None
☐ Specify _____

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☒ No

ELT Manufacturer: Artex

Model/Series: 406

Serial Number: _____

Battery Type: 453 6603

Battery Exp. Date: 7-21

Engine Type

☒ Reciprocating ☐ Turbo Jet
☐ Turbo Shaft ☐ Turbo Fan
☐ Turbo Prop ☐ Unknown

Reciprocating Fuel System Type

☒ Carburetor
☐ Fuel Injected

Propeller

☒ Fixed Pitch
☐ Controllable Pitch

Manufacturer: McCawley
 Model: DTM 755T

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	<u>Lycoming</u>	<u>O-320-D25</u>	<u>L-10447-39A</u>	<u>06-14-2011</u>	<u>160 HP</u>	<u>4943.9</u>	<u>2.5</u>	<u>1232.7</u>
Eng. 2				<u>05-25-11</u>				
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION**Registered Aircraft Owner**Name: Richard J. MonahanFractional Ownership Aircraft: ☒ Yes ☐ No**Owner Address**City: [REDACTED]State: NY ZIP: 07828Country: USA**Operator of Aircraft**☒ Same As Registered OwnerName: Richard J. Monahan

Doing Business As: _____

Air Carrier/Operator Designator (4 Character Code): _____

Operator Address☒ Same As Registered Owner

City: _____

State: _____ ZIP: _____

Country: _____

Regulation Flight Conducted Under

- | | | | |
|--|----------------------------------|---|--|
| ☒ FAR 91 | ☐ FAR 129 | ☐ FAR 91 Special Flight | ☐ Public Use (select type) |
| ☐ FAR 103 | ☐ FAR 133 | ☐ Non-US, Commercial | ☐ Federal ☐ State ☐ Local |
| ☐ FAR 121 | ☐ FAR 135 | ☐ Non-US, Non-commercial | ☐ Unknown |
| ☐ FAR 125 | ☐ FAR 137 | ☐ Armed Forces | |

Revenue Sightseeing Flight☐ Yes ☒ No**Air Medical Flight**☐ Yes ☒ No**Purpose of Flight**

for FAR 91, 103, 133, 137 (Select one)

- ☒ Personal
☐ Business
☐ Executive/Corporate
☐ Other Work Use
☐ Instructional
☐ Ferry
☐ Positioning
☐ Aerial Application
☐ Aerial Observation
☐ Air Drop
☐ Air Race / Show
☐ Flight Test
☐ Public Use
☐ Unknown

Revenue Operation

for FAR 121, 125, 129, 135 (Select one)

- ☐ Scheduled or Commuter
☐ Non-Scheduled or Air Taxi

Domestic or International☐ Domestic ☐ International**Cargo Operation**

- ☐ Passenger/Cargo
☐ Passenger _____ How many?
☐ Cargo _____ lbs
☐ Mail

Type of Commercial Operating Certificate Held

(Check all that apply)

- ☒ None
☐ Flag Carrier Operating Certificate (121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (129)
☐ Commuter Air Carrier (135)
☐ On-Demand Air Taxi (135)
☐ Large Helicopter (127)
☐ Rotorcraft External Load (133)
- or -
☐ Agricultural Aircraft (137)
☐ Other Operator of Large Aircraft

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for *other* aircraft)

Aircraft Registration Number

N54285Manufacturer: CessnaModel: C172P

Damage to Other Aircraft

☐ Destroyed ☐ Minor
☐ Substantial ☒ None

Registered Owner of Other Aircraft

First Name: _____

Middle Initial: _____

Last Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

First Name: _____

Middle Initial: _____

Last Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☐ Yes ☒ Unknown

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Total Time/Cycles On Part

_____ Hours

_____ Cycles

Time Since This Part Inspected/Overhauled

_____ Hours

unk at this time**DAMAGE TO AIRCRAFT AND OTHER PROPERTY****Aircraft Damage**

☐ None ☒ Substantial
☐ Minor ☐ Destroyed

Aircraft Fire

☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Unknown Origin
☐ On-Ground

Aircraft Explosion

☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Unknown Origin
☐ On-Ground

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

Damage to aircraft left wing - Flap left side of bottom cow
top of left wing bent by fuel tank area

Damage to property none

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: N 30

Distance From Airport Center: 1450' Est SM

Airport Name: Cherry Ridge

Direction From Airport: 180 degrees MAG

Proximity to Airport ☐ Off Airport/Airstrip ☒ On Airport ☐ On Airstrip

Airport Elevation: 1,357' ft. MSL

Approach Segment (Select one)

☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

IFR Approach (Check all that apply)

☒ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling

VFR Approach (Check all that apply)

☐ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown

Runway Information

Runway ID: 18 (L/R/C) Length: 2986 ft Width: 50 ft

Runway/Landing Surface (Check all that apply)

☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☐ Dirt ☐ Ice ☐ Snow

Condition of Runway/Landing Surface (Check all that apply)

☒ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft ☐ Unknown
☐ Slush Covered ☐ Vegetation

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: KMMU
City: Morrisstown
State: NJ
Country: USA

Time of Departure

Time: 11:45 a.m.
Time Zone: Eastern

Destination

Airport ID: N 30
City: Honesdale
State: PA
Country: USA

Type Flight Plan Filed

☒ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ VFR
Activated? ☐ Yes ☐ No

Type of ATC Clearance/Service (Check all that apply)

☒ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A ☒ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☐ Class D ☐ Warning Area ☐ Airport Advisory Area

Aircraft Load Description (Check all that apply)

☐ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☒ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(convert from pounds, as necessary)

30 gallons Gallons

Fuel Type

☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit - Describe how the occupants exited and how many occupants evacuated each location

*Exited Aircraft via left and right door***WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE****Weather Observation Facility**Facility ID: *KAVP*Observation Time: *approx 1:30 local*Time Zone: *EDT*Distance from Accident Site: *24.8* NMDirection from Accident Site: *256°* degrees MAG**Source of Weather Information**

(Check all that apply)

☐ National Weather Service☐ Flight Service Station☐ TV/Radio☒ Automated Report☐ Commercial Weather Service (DUATS)☐ Company☐ Military☐ Internet☐ Unknown**Method of Briefing**

(Check all that apply)

☐ In Person☐ Teletype☐ Telephone/Computer☒ Aircraft Radio☐ TV/Radio☐ Unknown**Briefing Type/Completeness**☒ Full ☐ Abbreviated☐ Partial / Limited By Pilot ☐ Unknown☐ Partial / Limited By Briefer ☐ Not Pertinent**Light Condition**☐ Dawn☒ Day☐ Dusk☐ Night☐ Dark Night☐ Bright Night☐ Not Reported**Visibility***10+* miles**Sky/Lowest Cloud Condition**☒ Clear☐ Few☐ Partial Obscuration☐ Scattered☐ Thin Broken☐ Thin Overcast☐ Unknown**Ceiling**☐ None (clear)☒ Broken☐ Overcast☐ Obscured☐ Indefinite☐ Unknown**Restriction to Visibility (Check all that apply)**☒ None☐ Blowing Dust☐ Blowing Sand☐ Blowing Snow☐ Blowing Spray☐ Dust☐ Fog☐ Ground Fog☐ Haze☐ Ice Fog☐ Smoke☐ Unknown**Lowest Cloud Condition Height***Few below 180* ft AGL**Ceiling Height***8,500* ft AGL**Wind Direction**☐ Indicated:

_____ degrees MAG

☒ Variable**Wind Speed**

Velocity: _____ KTS

-or-

☒ Calm☐ Light and Variable**Wind Gusts**

Velocity: _____ KTS

☐ Gusting☒ Not Gusting**Type of Turbulence (Check all that apply)**☒ None☐ Clear Air☐ In Clouds☐ Vicinity of Thunderstorm**Severity of Turbulence**☐ Extreme☐ Severe☐ Moderate☐ Moderate Chop☐ Light

NOTAMS (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

*None*Temperature: _____ (C)
or *84°* (F)Altimeter Setting: *30.17* in. HG
or _____ MBDensity Altitude: *2977* ftDew Point: *16* (C)
or _____ (F)**Icing Forecast**

Amount

☒ None ☐ Moderate☐ Trace ☐ Severe☐ Light

Type

☐ Rime☐ Clear☐ Mixed**Icing Actual**

Amount

☒ None ☐ Moderate☐ Trace ☐ Severe☐ Light

Type

☐ Rime☐ Clear☐ Mixed**Type of Precipitation (Check all that apply)**☒ None☐ Rain☐ Snow☐ Hail☐ Rain Showers☐ Freezing Rain☐ Snow Shower☐ Drizzle☐ Ice Pellets☐ Snow Pellets☐ Snow Grains☐ Ice Crystals☐ Ice Pellets Shower☐ Freezing Drizzle**Intensity of Precipitation**☐ Light☐ Moderate☐ Heavy

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident/Incident

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "A" Identification

First Name: Richard City: [REDACTED]
 Middle Initial: S State: ND ZIP: 58128
 Last Name: Monahan Country: USA
 Age at time of Accident/Incident: 58 Date of Birth: [REDACTED] Certificate Number: [REDACTED]
 mm/dd/yyyy

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☒ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☒ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

Principal Occupation

☐ Pilot
☒ Other
☐ Unknown

Medical Certificate

☐ None ☒ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers
☒ With limitations/waivers
☐ Unknown

Date of Last Medical

04-28-2015
 mm/dd/yyyy

Medical Certificate Limitations

MUST wear corrective lenses

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

07-18-2014
 mm/dd/yyyy

Flight Review Aircraft

Make: Cessna
 Model: 172

Airplane Rating(s)

(Check all that apply)
☐ None
☒ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)
☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)
☒ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)
☒ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	878	878	878	—	—	—	—	—	—	—
Pilot in Command (PIC)	878	878	878	—	—	—	—	—	—	—
Time as Instructor	—	—	—	—	—	—	—	—	—	—
This Make/Model										
Last 90 Days	7.75	7.75	7.75	—	—	—	—	—	—	—
Last 30 Days	4.5	4.5	4.5	—	—	—	—	—	—	—
Last 24 Hours	0	0	0	0	—	—	—	—	—	—

PILOT "B" INFORMATION**Pilot "B" Responsibilities at the Time of Accident/Incident**

☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "B" Identification

First Name: _____ City: _____
Middle Initial: _____ State: _____ ZIP: _____
Last Name: _____ Country: _____
Age at time of Accident/Incident: _____ Date of Birth: _____ Certificate Number: _____
mm/dd/yyyy

Degree of Injury

☐ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☐ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☐ Yes ☐ No
Available ☐ Yes ☐ No

Shoulder Harness

Used ☐ Yes ☐ No
Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

Principal Occupation

☐ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

mm/dd/yyyy

Medical Certificate Limitations**Medical Certificate Waivers****Date of Last Flight Review
or Equivalent, Including
FAR 121/135 Checks:**

mm/dd/yyyy

Flight Review Aircraft

Make: _____
Model: _____

Airplane Rating(s)

(Check all that apply)

☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☐ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☐ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings**Student Endorsements** (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Pilot Name and Address

City: [REDACTED]
State: N.J. ZIP: 07528
Country: USA

☒ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☒ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

☒ Left ☒ Front
☐ Right ☐ Rear
☐ Center ☐ Single
 ☐ Unknown

☐ Yes ☐ No

**Total Flight Time at the Time
of this Accident/Incident:**

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

☐ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

☐ Left ☐ Front
☐ Right ☐ Rear
☐ Center ☐ Single
 ☐ Unknown

☐ Yes ☐ No

**Total Flight Time at the Time
of this Accident/Incident:**

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

☐ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

☐ Left ☐ Front
☐ Right ☐ Rear
☐ Center ☐ Single
 ☐ Unknown

☐ Yes ☐ No

**Total Flight Time at the Time
of this Accident/Incident:**

Name and Address

First Name: Paul Kuzmick
Middle Initial: L
Last Name: Kuzmick

City: [REDACTED]
State: NJ ZIP: 07039
Country: USA

[illegible]

First Name: Susan
Middle Initial: D
Last Name: Monahan

City: [REDACTED]
State: NT ZIP: 07828
Country: USA

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

First Name: _____
Middle Initial: _____
Last Name: _____

City: _____
State: _____ ZIP: _____
Country: _____

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

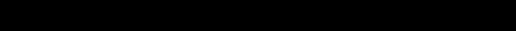
See attached

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**07-05-2016
*mm/dd/yyyy***Signature and Name of Pilot/Operator**Signature: Type or Print Name: Richard J. Monahan**Signature and Name of Person Filing Report if Other than Pilot/Operator**

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY**NTSB Accident/Incident No.****Reviewed by NTSB Regional Office****Name of Investigator****Date Report Received**

Statement regarding incident at Cherry ridge Airport N30 on June 20, 2016.

On June 20, 2016 at about 11:45 hours, local time, I conducted an initial preflight (walk around) of N54285 at Morristown Airport KMMU. This walk around was conducted per the POH. I then, after starting the engine, conducted a pre take-off inspection of N54285 by conducting an engine run up and control system inspection again as per the POH. During this pre take-off inspection and run up I did not see any issues, nor were any indicated, with the engine. I determined that the aircraft was airworthy after conducting the walk around and engine run up.

I then taxied out to runway 13 for a N/W departure and had an uneventful flight to N30.

At about 2:30 hours, local time, on June 20, 2016 I was preparing to depart N30. Again, I performed a preflight inspection of N54285 (walk around) as per the POH during which all appeared normal.

I then started the aircraft and taxied out towards Runway 18. Stopping at the hold short line and conducted a pre take-off check of the aircraft and engine run up, as per the POH. This run up indicated no issues with the engine.

After the run up I made an announcement to see if there was any other traffic in the airport area, on CTAF frequency 122.80. I then announced that I was going to back taxi on runway 18 to the full length.

I then lined up on the runway, and adjusted my D G and started the take-off roll.

When I reached 65 kts I rotated off the ground using about 1/3 of the run way. When I was about 30-40 feet in the air I felt the aircraft was not climbing and I was not going to make it over the trees at the end of the runway. At this point I pulled the power put the aircraft back on the ground and applied the brakes.

While attempting to stop the aircraft I pulled the mixture shutting down the engine and turned off the master and ignition and shut off the fuel tanks.

Seeing that the end of the run way was coming up I opted to go to the right as it was not as of an extreme drop off as the end of the runway.

I just about had the aircraft stopped on the edge of the embankment and the aircraft rolled down the embankment coming to a rest in the brush.

At this point I assisted my two passengers out of the aircraft.

**INFORMATION
MANUAL**

1981



**MODEL
172P**

SKYHAWK

GROSS WT	2400
Empty WT	<u>1475</u>
Useful load	925

N54285
W-B

Fuel - 180

Pilot Pass 430

Pass 3 - 130

Miss - 40

780

925
- 780

145 - under gross

Empty moment 57591 Inch lbs

Fuel 9000

Front Pass. 16000

Rear Pass 10000

Weight Rear 5000

+ 57591

= 97591

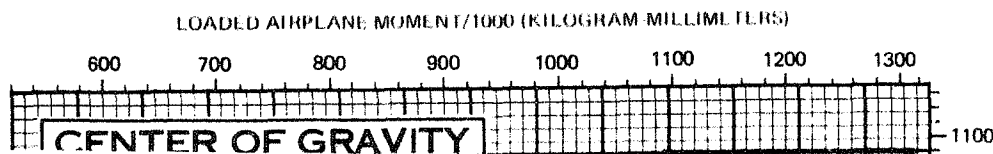
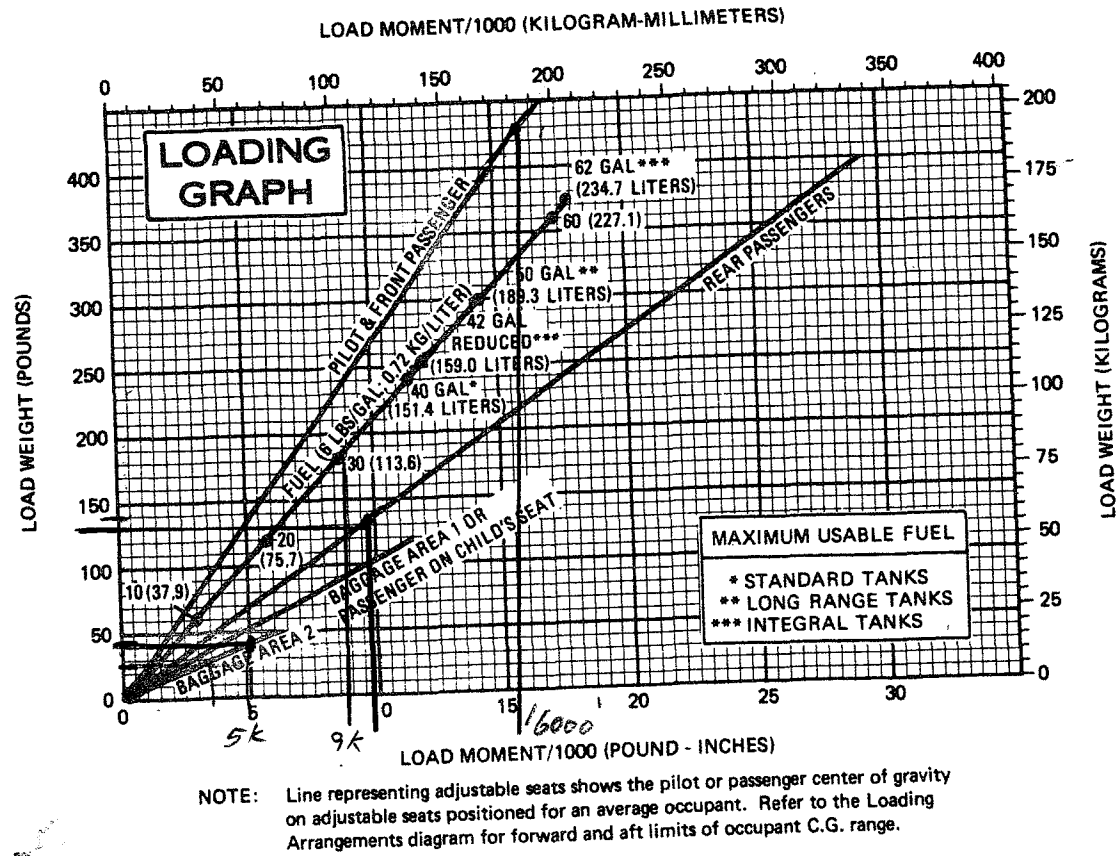
Total

145 under gross at takeoff well within the CG normal envelope as illustrated by the chart

6-10

30 May 1980

30 May 198



SECTION 6
WEIGHT & BALANCE/
EQUIPMENT LIST

CESSNA
MODEL 172P

CESSNA
MODEL 172F

5-12

TAKEOFF DISTANCE

MAXIMUM WEIGHT 2400 LBS

SHORT FIELD

CONDITIONS:

Flaps 10°
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:

1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C <i>80°</i>		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2400	51	56	S.L.	795	1460	860	1570	925	1685	995	1810	1065	1945
			1000	875	1605	940	1725	1015	1860	1090	2000	1170	2155
			2000	960	1770	1035	1910	1115	2060	1200	2220	1290	2395
			3000	1055	1960	1140	2120	1230	2295	1325	2480	1425	2685
			4000	1165	2185	1260	2365	1355	2570	1465	2790	1575	3030
			5000	1285	2445	1390	2660	1500	2895	1620	3160	1745	3455
			6000	1425	2755	1540	3015	1665	3300	1800	3620	1940	3990
			7000	1580	3140	1710	3450	1850	3805	2000	4220	- - -	- - -
			8000	1755	3615	1905	4015	2060	4480	- - -	- - -	- - -	- - -

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

SECTION 5
PERFORMANCECESSNA
MODEL 172P

30 May 1980

TAKEOFF DISTANCE

2200 LBS AND 2000 LBS

SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

CESSNA
MODEL 172P

30 May 1980

30 May 1980

30 May 1980

6-11

LOAD MOMENT/1000 (POUND - INCHES)

NOTE: Line representing adjustable seats shows the pilot or passenger center of gravity on adjustable seats positioned for an average occupant. Refer to the Loading Arrangements diagram for forward and aft limits of occupant C.G. range.

Figure 6-6. Loading Graph

CESSNA
MODEL 172P

CESSNA
MODEL 172P

SECTION 6
WEIGHT & BALANCE/
EQUIPMENT LIST

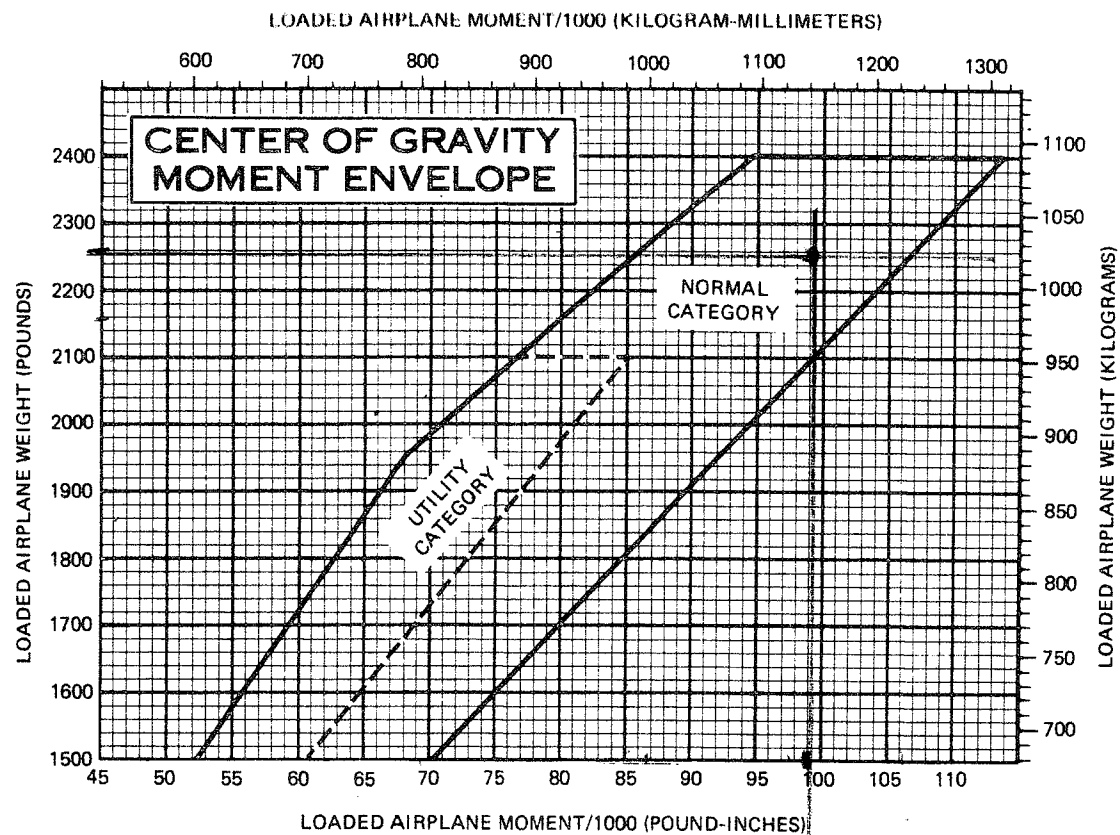


Figure 6-7. Center of Gravity Moment Envelope

N54285

WEIGHT AND BALANCE

DATE: May 26, 2016

WO# 20728

AIRCRAFT: C172P

S/N 17274945

REG: N54285

TACH: 9284.5

THIS FORM SUPERSEDES WEIGHT AND BALANCE DATED: 12-01-2015

ITEM	WEIGHT (LBS.)	ARM (IN)	MOMENT (IN.LBS.)
PREVIOUS WEIGHT AND BALANCE:	1470.45	39.13	57538.7
Install UBG-16 engine monitor	4.0	13.0	52.0
TOTAL :	1474.45	39.05	57590.7

NEW EMPTY WEIGHT	1474.4	lbs.
NEW EMPTY WEIGHT C.G.	39.05	in.
MAX GROSS WEIGHT	2400.0	lbs.
(NORMAL CATEGORY)		
USEFUL LOAD	925.6	lbs.

SYREK - MEE AVIATION, INC.

JOHN M BUNDY

AP

VFR Standard 3-6k WWS. Del and 11:30 Local.
KMMU → N 30 Cherry Ridge → KMMU

NO TFRs

SE TUB high alt TUB

NO MMU — NO prob

High pressure



MMU - calm 15° F on 18k 23-17 30/8

All VFR. 10-8 miles to 15

cloud 12k Fov at 8500 2500

MSR. 300-6 10 clear & 12k 24-16 70

Pip clear 10 H92 10- new TUB

cloud lowyers scat bk S-SE

Forecast

1600Z V41B 5 +6 Fov 4+ 8-15

16 20 170-9 +6 Fov 4+ 6-5k Scat

190-12 +6 5k Scat

2100 All N5 SCG Clear NH

8k SCG+ 1821 SCG+
CY116

1600 VIB 3 +6 10k BKN

240-12 +6 25k SCG+

2100

3k 260-8 13

6- 290 12

3k 230 12

240 14 14

MMU NOTAMS 13-31 GRASS CUTTING

D-m-B-L-L GRASS CUTTING

Legend voice
122-1 out