



Aviation Investigation Factual Report

Location:	PYMATUNING, Pennsylvania	Accident Number:	NYC96LA044
Date & Time:	December 29, 1995, 01:20 Local	Registration:	N3290Y
Aircraft:	Cessna 182E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 29, 1995, at 0120 eastern daylight time, a Cessna 182E, N3290Y, operated by the J-5 Flying Club, was destroyed when it struck a frozen reservoir during a descent near Pymatuning, Pennsylvania. The private pilot received fatal injuries. Visual meteorological conditions prevailed for the personal flight that originated at Akron, Ohio. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

The airplane was based at the Akron-Fulton Airport (AKR), Akron, Ohio. It was overdue an annual maintenance inspection, and was not scheduled to be flown. The pilot departed AKR between 1900 and 2000. About 2215, the airplane was observed on Air Traffic Control (ATC) radar in a climbing right turn, near Youngstown, Ohio. The pilot was not in radio communication with any ATC facility, and the airplane continued to climb past 21,000 feet. About 0045, a Cleveland Center controller established radio contact with the airplane, and the pilot indicated that he was out of fuel. The airplane was then observed on radar descending out of 21,000 feet.

The Cleveland controller transferred the pilot to another center controller (YNG), near Youngstown. At 0057, the pilot contacted the YNG controller, advised him that he was out of 21,000 feet, and requested an approach. The controller informed the pilot of an airport 5 miles north of the airplane's position; however, the pilot declined the advice and stated, "Yeah, I prefer water."

Similar conversations continued for the next 20 minutes, where YNG offered assistance and advice, and the pilot continued to request a water landing. During the descent, the pilot made a comment concerning the water, "All things considered, I think that would be the best place to go." He also stated, "As you might have guessed, I have not had a good day...Ah you don't understand, I'm going swimming tonight."

About 0117, the pilot's last transmission reported, "Uh, I thing [sic] it's right under me." The airplane struck an ice covered reservoir in a nose down attitude, about 10 miles east of Youngstown. The engine and cockpit areas penetrated the 6-inch-thick ice, and were submerged in water.

Investigation revealed that the pilot's automobile had been involved in a fatal hit and run accident the night of December 27, 1995, and the police had issued an arrest warrant for the pilot.

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 11, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3290Y
Model/Series:	182E 182E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18254290
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 8, 1994 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	330 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4430 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	J-5 FLYING CLUB OF AKRON	Rated Power:	265 Horsepower
Operator:		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:	Night/dark
Observation Facility, Elevation:	YNG ,1196 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	01:06 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Scattered / 1000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AKRON (AKR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.399978,-80.380683(est)

Administrative Information

Investigator In Charge (IIC): Pearce, Robert

Additional Participating Persons: WARREN HALL; ALLEGHENY, PA
JOHN F HEMMES; ALLEGHENY, PA

Report Date: June 18, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39137>

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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](#).