



Aviation Investigation Final Report

Location:	VERGENNES, Vermont	Accident Number:	BF093FA030
Date & Time:	February 18, 1993, 15:36 Local	Registration:	N1192Z
Aircraft:	American General Aircraft AG5B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON A FLIGHT FROM GLENN FALLS TO LAKE PLACID, NY, THE NON INSTRUMENT RATED PILOT ENCOUNTERED DETERIORATING WEATHER. ATC DATA SHOWED THIS OCCURRED OVER MOUNTAINOUS TERRAIN AT ABOUT 1517 EST NEAR BURLINGTON, VT. THE PILOT ELECTED TO RETURN TO GLENN FALLS. AT ABOUT 1521, HE TOLD THE CONTROLLER HE HAD LAKE CHAMPLAIN IN VIEW. THE LAKE WAS MOSTLY FROZEN OVER WITH APRX 3 FT OF SNOW ON THE SURFACE. ABOUT 5 MIN LATER, RADAR SERVICE WAS TERMINATED, AND THE PILOT ACKNOWLEDGED. NO FURTHER TRANSMISSIONS BY THE PILOT WERE RECEIVED. WRECKAGE WAS FOUND ON THE FROZEN SURFACE OF LAKE CHAMPLAIN NEAR THE VERMONT SHORE. AN EXAM REVEALED THE AIRPLANE HAD IMPACTED THE ICE IN A RIGHT WING LOW ATTITUDE. IT WAS EXTENSIVELY DAMAGED, BUT NO PREIMPACT ANOMALIES OF THE AIRFRAME OR ENGINE WERE FOUND. A WITNESS ON THE NEW YORK LAKE SHORE SAW AN AIRPLANE AT ABOUT THE TIME OF THE ACCIDENT, IN A STEEP LEFT TURN AT ABOUT 250 FT AGL. HE STATED HE LOST SIGHT OF THE AIRPLANE DUE TO THE BAD WEATHER. HE ALSO STATED THAT AT THE TIME HE SAW THE AIRPLANE, A SEVERE BLIZZARD WAS MOVING ACROSS THE AREA AND IT LASTED ABOUT 15 MIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VFR FLIGHT BY THE PILOT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND HIS FAILURE TO MAINTAIN SUFFICIENT ALTITUDE OR CLEARANCE FROM SNOW COVERED TERRAIN AFTER BECOMING SPATIALLY DISORIENTED IN WHITEOUT CONDITIONS. THE ADVERSE WEATHER AND SNOW COVERED TERRAIN WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (F) WEATHER CONDITION - SNOW
 3. (F) TERRAIN CONDITION - SNOW COVERED
 4. (F) WEATHER CONDITION - WHITEOUT
 5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

Findings

6. TERRAIN CONDITION - WATER,FROZEN
7. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 10, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	155 hours (Total, all aircraft), 142 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American General Aircraft	Registration:	N1192Z
Model/Series:	AG5B AG5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	10040
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 11, 1993 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	A. BASHAWATY/JOHN DERUBEIS	Rated Power:	180 Horsepower
Operator:	A. BASHAWATY/JOHN DERUBEIS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	BTV ,334 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-10°C / -11°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	GLENS FALLS , NY (GFL)	Type of Flight Plan Filed:	None
Destination:	LAKE PLACID , NY (LKP)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

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:	

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	THOMAS C SCHULTZ JR.; PORTLAND , ME
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11867

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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](#).