



Aviation Investigation Final Report

Location:	MAYVILLE, New York	Accident Number:	NYC89LA001
Date & Time:	October 1, 1988, 15:35 Local	Registration:	N3112Z
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON SHORT FINAL FOR LANDING, THE FLT ENCOUNTERED TURBULENCE AND BEGAN SETTLING OVER TREES LOCATED NEAR THE END OF THE RUNWAY. IN THE ATTEMPT TO GO AROUND THE PLT ALLOWED THE ACFT TO DECELERATE. THE ACFT DRIFTED 30 DEGREES RIGHT OF THE RUNWAY AND CRASHED INTO TREES APRX ONE-QUARTER MILES RIGHT OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) OBJECT - TREE(S)
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37, 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:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 15, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	90 hours (Total, all aircraft), 59 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3112Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	22-77051
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 25, 1988 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1393 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-B2B
Registered Owner:	JOHN C HACKMAN	Rated Power:	160 Horsepower
Operator:	JOHN C. HAGMAN	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:	Day
Observation Facility, Elevation:	JHW ,1742 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(D79)	Type of Flight Plan Filed:	None
Destination:	(D79)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DART D79	Runway Surface Type:	Grass/turf
Airport Elevation:	1340 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.250995,-79.500137(est)

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons: MILLER;

Original Publish Date: January 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36316>

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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](#).