



Aviation Investigation Final Report

Location:	ALLENTOWN, Pennsylvania	Accident Number:	NYC89LA061
Date & Time:	December 29, 1988, 15:00 Local	Registration:	N2518T
Aircraft:	NAVION NA-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT STATED THAT HE EXPERIENCED A LOSS OF POWER SHORTLY AFTER TAKEOFF AND LANDED BACK ON THE RUNWAY. THE LANDING WAS HARD AND THE RIGHT WING WAS DAMAGED. THE FAA INVESTIGATOR CHECKED THE ENGINE AND FUEL SYSTEM FOR POSSIBLE CONTAMINANTS AND WATER. NO WATER OR CONTAMINANTS WERE FOUND AND THE ENGINE WAS STARTED AND RUN TO ABOUT ONE THIRD POWER. THE PILOT/MECHANIC HAD JUST PERFORMED AN ANNUAL INSPECTION AND WAS PERFORMING A MAINTENANCE TEST FLIGHT. THE PILOT/MECHANIC STATED HE HAD OPERATED THE ENGINE FOR ABOUT 20 MINUTES ON THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) POWERPLANT - UNDETERMINED

Occurrence #2: HARD LANDING

Phase of Operation: TAKEOFF

Findings

2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	32, 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--no waivers/lim.	Last FAA Medical Exam:	March 10, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	415 hours (Total, all aircraft), 2 hours (Total, this make and model), 356 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N2518T
Model/Series:	NA-1 NA-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2518
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 15, 1988 Annual	Certified Max Gross Wt.:	3315 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1015 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520B
Registered Owner:	JULIUS JANASEK	Rated Power:	285 Horsepower
Operator:	JULIUS JANOSEK	Operating Certificate(s) Held:	None
Operator Does Business As:	SAME	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALLENTOWN , PA (ABE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALLENTOWN ABE	Runway Surface Type:	Asphalt
Airport Elevation:	394 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.590038,-75.469703(est)

Administrative Information

Investigator In Charge (IIC): Densley, Reuben

Additional Participating Persons: ; ALLENTOWN , PA

Original Publish Date: January 4, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36360>

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](#).