



# Aviation Investigation Final Report

<b>Location:</b>	CRALEY, Pennsylvania	<b>Accident Number:</b>	NYC89LA077
<b>Date &amp; Time:</b>	January 29, 1989, 16:15 Local	<b>Registration:</b>	N8806S
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID THAT HE LANDED AT A FRIEND'S FARM WHICH HAD A SMALL RUNWAY AND AFTER ABOUT 15 MINUTES HE DEPARTED. HE SAID HE LANDED TO THE WEST AND TOOK OFF TO THE EAST. DURING THE TAKEOFF THE AIRPLANE FAILED TO CLEAR TREES AT THE END OF THE RUNWAY AND CRASHED IN A WOODED AREA. THE PILOT THOUGHT THAT HE STALLED THE AIRPLANE DURING TAKEOFF.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF CONTROL DURING TAKEOFF DUE TO A PILOT INDUCED STALL. CONTRIBUTING TO THE ACCIDENT WAS THE WRONG RUNWAY SELECTED BY THE PILOT WHICH PUT THE AIRCRAFT IN A DOWNWIND TAKEOFF SITUATION AND THE PILOTS MISJUDGEMENT OF THE DISTANCE IT WOULD TAKE THE AIRCRAFT TO CLEAR TREES LOCATED OFF THE END OF THE RUNWAY.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

3. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND

4. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 12, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	316 hours (Total, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8806S
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15062106
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 1, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3284 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	DAVID W. SMITH	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	285°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WINTERSTOWN , PA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.890968,-76.639335(est)

## Administrative Information

**Investigator In Charge (IIC):** Densley, Reuben

**Additional Participating Persons:**

**Original Publish Date:** May 22, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=36373>

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