



Aviation Investigation Final Report

Location:	NORTH CREEK, New York	Accident Number:	NYC89LA140
Date & Time:	May 21, 1989, 10:15 Local	Registration:	N8805H
Aircraft:	North American NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT CRASHED INTO TREES OFF THE DEPARTURE END OF THE RUNWAY. IT WAS STATED THAT THE WIND WAS VARIABLE AND THAT THE PILOT HAD TAXIED BACK & FORTH MULTIPLE TIMES PRIOR TO TAKEOFF, ATTEMPTING TO TAKE OFF INTO THE WIND. THE AIRPORT MANAGER SAID THAT THE WINDS WERE CALM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION FOR THE TAKEOFF.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, 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:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 9, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1540 hours (Total, all aircraft), 911 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N8805H
Model/Series:	NAVION A NAVION A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4-805
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 27, 1988 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2663 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	E-185-9
Registered Owner:	JAMES A. LOMAX	Rated Power:	205 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/ 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORTH CREEK , NY (ONYO)	Type of Flight Plan Filed:	None
Destination:	BIDDEFORD , ME (B19)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	BENNETTS ONYO	Runway Surface Type:	Grass/turf
Airport Elevation:	1030 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 Minor	Latitude, Longitude:	43.690872,-73.98072(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; ALBANY , NY

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36415>

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](#).