



Aviation Investigation Final Report

Location:	READINGTON, New Jersey	Accident Number:	NYC90LA120
Date & Time:	May 19, 1990, 16:09 Local	Registration:	N2502T
Aircraft:	NAVION H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TURNED FINAL IN STRONG TAIL WIND CONDITIONS AND WITH GEAR AND FLAPS EXTENDED. THE AIRPLANE LANDED 1/4 MILE SHORT OF THE RUNWAY. THE PILOT SAID HE LOST POWER, HOWEVER THE FAA REPORTED THE PILOT ALLOWED THE AIRPLANE TO GET TOO SLOW AND DEVELOP A SINK RATE FROM WHICH RECOVERY WAS NOT POSSIBLE. WHEN THE AIRPLANE HIT THE GROUND IT SLID 20 FEET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN MINIMUM FLYING AIRSPEED WHICH LED TO AN INADVERTENT STALL/MUSH. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S DECISION TO LAND WITH A TAILWIND, AND HIS FAILURE TO MONITOR HIS AIRSPEED ON FINAL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N2502T
Model/Series:	H H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2502
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1700 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	JOHN T. BLUMBERG, M.D.	Rated Power:	285 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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW KENTON , VA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	

Airport Information

Airport:	SOLBERG HUNTERDON SBJ	Runway Surface Type:	Grass/turf
Airport Elevation:	195 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3425 ft / 200 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Twine jr., Chauncey

Additional Participating Persons:

Original Publish Date: December 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36653>

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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](#).