



Aviation Investigation Final Report

Location:	HILLTOWN, Pennsylvania	Accident Number:	NYC90LA174
Date & Time:	July 26, 1990, 08:45 Local	Registration:	N1ZT
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE COMMERCIAL-RATED PILOT WAS RECEIVING INSTRUCTION & TRAINING FROM A CFI IN PREPARATION FOR A BFR. DURING A LOW LEVEL APPROACH TO A PRIVATE STRIP, THE LEFT WING DIPPED AND STRUCK TREES AT THE APPROACH END OF THE AIRSTRIP. THE AIRPLANE VEERED LEFT, CRASHED NOSE DOWN, LEFT WING LOW AND RECEIVED SUBSTANTIAL DAMAGE. THE CFI REPORTED THAT THE AIRCRAFT WAS ON GLIDE PATH, '... BUT A LITTLE LEFT OF CENTERLINE ... (PILOT) WAS CORRECTING SO (I) DIDN'T SAY ANYTHING.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT RECEIVING TRAINING MISJUDGED THE AIRPLANE'S DISTANCE FROM THE RUNWAY AND ALTITUDE ABOVE THE TREES. IN ADDITION, THE CFI FAILED TO PROVIDE ADEQUATE SUPERVISION.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) DISTANCE - MISJUDGED - DUAL STUDENT
 2. (C) ALTITUDE - MISJUDGED - DUAL STUDENT

3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, 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:	None Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 1, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 330 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1ZT
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31597
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 26, 1990 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	JOSEPH BAWDUNIAK	Rated Power:	225 Horsepower
Operator:	JOE A. BAWDUNIAK	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	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DOYLESTOWN , PA (N88)	Type of Flight Plan Filed:	None
Destination:	HATFIELD , PA	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GEHRIS NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in;Touch and go;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	JOHN ARNOTT; ALLENTOWN , PA
Original Publish Date:	December 14, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36701

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](#).