



# Aviation Investigation Final Report

<b>Location:</b>	WILLIAMSON, New York	<b>Accident Number:</b>	NYC93LA037
<b>Date &amp; Time:</b>	December 6, 1992, 12:50 Local	<b>Registration:</b>	N4946Z
<b>Aircraft:</b>	PIPER PA-22-108	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ON FINAL APPROACH TO RUNWAY 28, WITH WINDS FROM 230 DEGREES AT 20 KNOTS, GUSTING TO 28, THE AIRPLANE LOST ALTITUDE AND STRUCK A SNOW BANK 6 TO 10 FEET FROM THE APPROACH END OF THE RUNWAY. AS THE AIRPLANE PITCHED OVER, THE NOSE STRUT COLLAPSED, AND THE AIRPLANE SLID TO A STOP 50 FEET DOWN THE RUNWAY WHERE A POST IMPACT FIRE CONSUMED THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO PROVIDE ADEQUATE COMPENSATION FOR THE WIND CONDITIONS. A FACTOR IN THIS ACCIDENT WAS THE HIGH GUSTING WINDS.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, 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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 25, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	498 hours (Total, all aircraft), 300 hours (Total, this make and model), 498 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4946Z
<b>Model/Series:</b>	PA-22-108 PA-22-108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-8542
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 2, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	75 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5780 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-C1B
<b>Registered Owner:</b>	WILLIAMSON FLYING CLUB, INC.	<b>Rated Power:</b>	108 Horsepower
<b>Operator:</b>	WILLIAMSON FLYING CLUB, INC.	<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>	ROC ,559 ft msl	<b>Distance from Accident Site:</b>	26 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	263°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 knots / 28 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:50 Local	<b>Type of Airspace:</b>	Airport advisory area;Class G

## Airport Information

<b>Airport:</b>	WILLIAM SODUS 3G7	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	425 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3370 ft / 35 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.240764,-77.150268(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pearce, Robert
<b>Additional Participating Persons:</b>	PHILLIP IDE; ROCHESTER , NY
<b>Original Publish Date:</b>	September 14, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37273">https://data.ntsb.gov/Docket?ProjectID=37273</a>

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