



Aviation Investigation Final Report

Location:	WILLOUGHBY, Ohio	Accident Number:	NYC93LA054
Date & Time:	January 22, 1993, 17:45 Local	Registration:	N2890A
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS CONDUCTING A MANUALLY FLOWN ILS APPROACH IN MARGINAL WEATHER CONDITIONS. HE SAID THAT HE BECAME DISTRACTED AT ABOUT 3.5 MILES FROM TOUCHDOWN BY A CALL FROM THE TOWER ASKING HIS LOCATION. HE SAID THAT HE LOOKED OUTSIDE THE COCKPIT AND SAW A HIGHWAY BELOW. WHEN HE AGAIN LOOKED AT HIS INSTRUMENTS, HE OBSERVED THE GLIDE PATH NEEDLE DISPLAYING A 'FULL SCALE BELOW GLIDE PATH INDICATION.' HE THEN TRIED TO ENGAGE THE AUTO PILOT, BUT THE AIRPLANE STRUCK TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN THE PROPER GLIDE PATH DURING AN INSTRUMENT APPROACH, AND HIS IMPROPER REMEDIAL ACTION, RESULTING IN A COLLISION WITH TREES.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. OBJECT - TREE(S)
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

3. DIVERTED ATTENTION - PILOT IN COMMAND
4. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 7, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1854 hours (Total, all aircraft), 1654 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2890A
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E1418
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	June 10, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	136 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2646 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-B
Registered Owner:	HARVEY S. ROSEN	Rated Power:	285 Horsepower
Operator:	HARVEY S. ROSEN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CGF ,879 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:12 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	CINCINNATI , OH (I77)	Type of Flight Plan Filed:	IFR
Destination:	CLEVELAND , OH (CGF)	Type of Clearance:	IFR
Departure Time:	16:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CUYAHOGA COUNTY AIRPORT CGF	Runway Surface Type:	Asphalt
Airport Elevation:	879 ft msl	Runway Surface Condition:	Wet
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	5100 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.639408,-81.400009(est)

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	PHIL STEELE; CLEVELAND , OH
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37289

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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](#).