



Aviation Investigation Final Report

Location:	SCHUYLERVILLE, New York	Accident Number:	NYC94LA152
Date & Time:	August 6, 1994, 13:15 Local	Registration:	N3441E
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLOAT-EQUIPPED AIRPLANE, AFTER A GO AROUND WAS EXECUTED DUE TO TRAFFIC, WAS ON DOWNWIND LEG AT 500 FEET AGL AT AN AIRSPEED OF 70 TO 75 KNOTS. ACCORDING TO THE PILOT, WHILE ON DOWNWIND HE SENSED A SLIGHT SINKING SENSATION. HE ADVANCED THE THROTTLE AND RELAXED BACK PRESSURE ON THE CONTROL WHEEL. THE PILOT DID NOT REMEMBER DETAILS OF THE FLIGHT AFTERWARDS. THE PASSENGER ALSO REPORTED THE AIRPLANE BEGAN SINKING ON DOWNWIND AND THAT HE ALONG WITH THE PILOT PULLED ON THE CONTROL WHEEL, RAISING THE NOSE IN AN UNSUCCESSFUL ATTEMPT TO ARREST THE DESCENT. THE AIRPLANE SUBSEQUENTLY STRUCK THE GROUND. THE LANDING WAS TO BE DONE TO THE NORTHEAST ON THE HUDSON RIVER INTO A 6 KNOT WIND. THE DOWNWIND WAS FLOWN OVER LAND, PARALLEL TO THE SHORELINE. THE EXAMINATION OF THE AIRPLANE REVEALED NO MECHANICAL MALFUNCTIONS. THE PILOT REPORTED THE WINDS WERE FROM THE NORTHEAST AT 6 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilots failure to maintain adequate airspeed, which resulted in a stall/mush.

Findings

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

Findings

1. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On August 6, 1994 at about 1315 eastern daylight time, N3441E, an Aeronca 11AC airplane, a personal flight, collided with the ground, at Schuylerville, New York. Visual meteorological conditions existed. The pilot was seriously injured. The passenger received minor injuries. The airplane was substantially damaged. The local flight was operated under 14 CFR Part 91.

According to the pilot, "I did one "go-around" due to boat traffic; returned to downwind leg (600' MSL, 500 feet above river elevation) checked for air traffic in preparation of turning left base, sensed a slight "sinking" sensation. (Airspeed 70-75 indicated), advanced the throttle and relaxed a little back pressure on wheel. That is all I am able to recall at this time."

The passenger stated "turn seemed normal, I wasn't watching the altimeter, but as Zene completed the turn and leveled the aircraft I could feel a slight drop in altitude. We were now heading south and downwind when I sensed we were now descending rapidly. At this point I took the co-pilot's yoke in my hands and started to pull back on the yoke to arrest the descent. I could feel Zene also pulling back on the yoke. The aircraft's nose then came up and I released the yoke. Even when the nose came up it felt like the airplane was not flying, but was falling. The plane then turned to the right and it felt like the nose was coming up again and then the airplane crashed."

The post-examination of the aircraft revealed flight control continuity. The pilot reported no mechanical malfunction.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 4, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 34 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N3441E
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-1750
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	May 15, 1994 Annual	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3344 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	EVERTS AIR SERVICE, INC.	Rated Power:	100 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:	ALB	Distance from Accident Site:	
Observation Time:	12:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	45 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(B04)	Type of Flight Plan Filed:	None
Destination:	(B04)	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GARNSEY'S STRIP B04	Runway Surface Type:	Water
Airport Elevation:	600 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2800 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	43.10017,-73.579818(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	RICHARD VOEHRINGER; ALBANY , NY
Original Publish Date:	April 5, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38813

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