



Aviation Investigation Final Report

Location:	Pittstown, New Jersey	Accident Number:	NYC02LA017
Date & Time:	October 26, 2001, 12:55 Local	Registration:	N919Q
Aircraft:	Beech B95A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted two landings on runway 25. During his first landing attempt, he initiated a go-around about 100 feet above the runway. During his second landing attempt, he initiated a go-around about 20 feet above the runway. Shortly after the pilot added power, as the airplane was climbing past the treetops, the airplane rolled inverted, then hit the ground and slid upside down for approximately 25 feet. The pilot subsequently reported that during both approaches, the winds had shifted, and that during the second go-around attempt, "a severe gust rolled the aircraft inverted." Winds recorded at an airport 20 miles to the west, 4 minutes before the accident, were from 260 degrees true, at 14, gusting to 22 knots. The pilot reported 430 hours of total flight time, with 86 hours in multi-engine airplanes and 30 hours in make and model.

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 adequate airspeed during a go-around in gusty wind conditions, which resulted in an inadvertent stall. A factor was the gusty wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

- 2. STALL - INADVERTENT - PILOT IN COMMAND
- 3. (F) WEATHER CONDITION - GUSTS

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

Factual Information

On October 26, 2001, about 1255 eastern daylight time, a Beech B95A, N919Q, was substantially damaged during an attempted go-around at Sky Manor Airport (N40), Pittstown, New Jersey. The certificated commercial pilot and the passenger received minor injuries. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file for the flight, between Boire Field (ASH), Nashua, New Hampshire, and Pittstown. The personal flight was conducted under 14 CFR Part 91.

The pilot reported that when he was about 20 miles north of Sky Manor, he obtained weather information from the Lehigh Valley International Airport ATIS, Allentown, Pennsylvania. Sky Manor had no weather reporting capability, and there was no response to the pilot's inquiry on the UNICOM frequency. According to the pilot, the winds at Lehigh Valley were reported as being from 240 degrees, at 21, gusting to 29 knots.

Runway 25 was in use at Sky Manor. The pilot crossed midfield and entered the traffic pattern. Then,

"After crossing over the high tension wires on short final it began to become bumpy and the wind changed direction and was not down the runway. It was now a crosswind. Approximately 100 feet [above] the runway I aborted the approach and decided to go around. On [the] second approach, the wind was changing direction again. This time, at approximately 20 feet [above] the runway, I decided to abort and proceed to another airport. I added power and started to climb. At just about the tree line parallel to the runway a severe gust rolled the aircraft inverted. The aircraft was inverted over the runway, caught the left side of the runway, and slid upside down approximately 25 feet in the grass to its stop."

According to a Federal Aviation Administration (FAA) inspector, a witness reported that during the go-around attempt, a wing "came up," the airplane then flipped over on its back, and nosed into the ground, leaving two impact marks from the engines on the runway.

The pilot reported a total of 430 hours of flight time, with 86 hours in multi-engine airplanes and 30 hours in make and model.

At 1251, the weather recorded at Lehigh Valley International Airport, about 23 nautical miles to the west, included winds from 260 degrees true, at 14, gusting to 22 knots. At 1253, the weather recorded at Trenton Mercer Airport, Trenton, New Jersey, about 20 nautical miles to the south, included winds from 290 degrees true, at 14, gusting to 21 knots.

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 11, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 6, 2001
Flight Time:	430 hours (Total, all aircraft), 30 hours (Total, this make and model), 286 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N919Q
Model/Series:	B95A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD494
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 20, 2000 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	55 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5148 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	East Coast Flightcraft Service, Inc.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TTN	Distance from Accident Site:	20 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nashua, NH (ASH)	Type of Flight Plan Filed:	None
Destination:	Pittstown, NJ (N40)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Sky Manor Airport N40	Runway Surface Type:	Asphalt
Airport Elevation:	480 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2439 ft / 50 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.569194,-74.95977(est)

Administrative Information

Investigator In Charge (IIC): Cox, Paul

Additional Participating Persons: James Ryan; FAA/FSDO; Allentown, PA

Original Publish Date: June 18, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=53671>

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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](#).