



Aviation Investigation Final Report

Location:	BEACH LAKE, Pennsylvania	Accident Number:	NYC82DHA08
Date & Time:	April 9, 1982, 17:00 Local	Registration:	N85940
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF A SKI EQUIPPED AIRCRAFT BEGAN TAKING OFF ON A 900 FT STRIP. THERE WAS SNOW ON THE RUNWAY, BUT GRASS SHOWED THROUGH IN PLACES. THE PILOT REPORTED THAT THE AIRCRAFT SLOWED "VERY VERY LITTLE" WHILE CROSSING AN AREA WITH GRASS SHOWING. JUST BEYOND THIS SPOT, THE AIRCRAFT ENCOUNTERED AN AREA OF DEEPER SNOW WITH NO TRACKS PREVIOUSLY BROKEN THROUGH. THE PILOT REPORTED THAT THE AIRCRAFT WOULD NOT ACCELERATE IN THE DEEPER SNOW. THE LAST 40 TO 50 FT OF THE FIELD SLOPED DOWNWARD TO THE REMAINS OF A STONE WALL THAT HAD BEEN PARTIALLY REMOVED. JUST BEFORE GOING OFF THE SLOPE, THE PILOT ROTATED AND THE TAILWHEEL DRAGGED THROUGH THE DEEP SNOW. THE AIRCRAFT BECAME AIRBORNE, BUT SETTLED. THE TAIL OF THE PLANE STRUCK THE STONE WALL AND THE EMPENNAGE SEPARATED. THE AIRCRAFT CONTINUED THROUGH SOME BUSHES AND A SWAMPY AREA BEFORE COMING TO REST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
4. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	September 9, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1450 hours (Total, all aircraft), 1403 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N85940
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	352
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1730 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	65-8
Registered Owner:	J MOHRMANN	Rated Power:	75 Horsepower
Operator:	J MOHRMANN	Operating Certificate(s) Held:	
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:	Scattered / 10000 ft AGL	Visibility	25 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BEACH LAKE , PA	Type of Flight Plan Filed:	None
Destination:	BEACH LAKE , PA	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Snow
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	900 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	41.600566,-75.149787(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69901>

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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](#).