



Aviation Investigation Final Report

Location:	HANCOCK, New York	Accident Number:	NYC82FFA05
Date & Time:	May 16, 1982, 16:50 Local	Registration:	N91662
Aircraft:	NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING TAKEOFF, HE CLIMBED TO ABOUT 20 TO 30 FT AND RAISED THE GEAR. AT ABOUT THAT TIME, THE AIRCRAFT BEGAN TO SINK. HE STATED THAT HE PULLED THE POWER OFF JUST BEFORE THE AIRCRAFT HIT THE GROUND A FEW MILES FROM THE AIRPORT. AN INVESTIGATION REVEALED THAT THE FLAPS WERE NOT DAMAGED, AS IF THEY WERE NOT EXTENDED DURING IMPACT. HOWEVER, THE FLAP CONTROL WAS FOUND IN THE DOWN POSITION. THE FLAPS WERE FOUND ABOUT 20 DEG DOWN AND THE FLAP INDICATOR WAS INDICATING ABOUT 1/3 DOWN. THE INVESTIGATOR CAPPED OFF A BROKEN LANDING GEAR HYDRAULIC LINE AND FILLED THE HYDRAULIC RESERVOIR, BUT THE HAND PUMP WOULD NOT OPERATE DUE TO AIR IN THE SYSTEM THE ENGINE WAS THEN RUN, AND AFTER THAT, THE HYDRAULIC SYSTEM OPERATED NORMALLY. THE PILOT SUSPECTED THAT THE FLAPS CAME UP WHEN HE RAISED THE GEAR AFTER TAKEOFF. THIS AIRCRAFT WAS EQUIPPED WITH A FLAP SYSTEM THAT WAS TO BE SET EITHER FULL UP OF FULL DOWN. AN INTERMEDIATE SELECTION WOULD NOT INSURE A POSITIVE SELECTED POSITION.

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 TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) HYDRAULIC SYSTEM - UNDETERMINED
2. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 15, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	18350 hours (Total, all aircraft), 340 hours (Total, this make and model), 13050 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N91662
Model/Series:	A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	NAV4-410
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3233 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6238 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	E-185
Registered Owner:	JOSEPH J. SCHNIDER	Rated Power:	205 Horsepower
Operator:	JOSEPH J. SCHNIDER	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 / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HANCOCK , NY	Type of Flight Plan Filed:	None
Destination:	DANBURY , CT	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	

Airport Information

Airport:	HANCOCK	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3400 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 16, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70953>

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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](#).