



Aviation Investigation Final Report

Location:	ONEONTA, New York	Accident Number:	BF094LA059
Date & Time:	April 2, 1994, 14:15 Local	Registration:	N28224
Aircraft:	GULFSTREAM AMERICAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT REPORTED THAT DURING THE TAKEOFF ROLL, AS HE WAS ABOUT TO LIFT OFF, THE AIRPLANE VEERED LEFT. THE PILOT WAS UNABLE TO REGAIN DIRECTIONAL CONTROL, DESPITE USING RIGHT RUDDER/BRAKE. THE AIRPLANE OVERRAN THE LEFT SIDE OF THE RUNWAY AND STRUCK A SNOWBANK. THE PILOT STATED THAT HE BELIEVED THERE WAS A PROBLEM WITH THE LEFT WHEEL OR BRAKE. AN FAA AVIATION SAFETY INSPECTOR WHO EXAMINED THE AIRPLANE DISCLOSED NO EVIDENCE OF MECHANICAL MALFUNCTION. THERE WAS A 90 DEGREE LEFT CROSSWIND AT 14 KTS WITH GUSTS TO 20 KTS, AT THE TIME OF THE ACCIDENT.

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 DIRECTIONAL CONTROL DURING TAKEOFF. A RELATED FACTOR WAS THE CROSSWIND COMPONENT.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - CROSSWIND

2. (F) WEATHER CONDITION - GUSTS
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. TERRAIN CONDITION - SNOWBANK

Factual Information

On April 2, 1994, at 1415 eastern standard time, a Gulfstream American AA-5B, struck a snowbank during takeoff on runway 24 at Oneonta Municipal Airport, Oneonta, New York. The student pilot was not injured while the airplane sustained substantial damage. The instructional flight was being operated under 14 CFR 91. Visual meteorological conditions prevailed and a flight plan was not filed.

The pilot stated that during the takeoff roll as he was about to rotate, the airplane started to veer to the left. He stated that he applied right rudder, but he was unsuccessful. The pilot stated that he continued to apply right rudder and right brake, but the airplane continued to veer off the left side of the runway and struck a snowbank. The pilot stated that he believed there was a problem with the left wheel or brake.

An FAA Aviation Safety Inspector examined the airplane after the accident and reported that there was no mechanical malfunction. He stated that the winds at the time of the accident were 150 degrees at 14 knots gusting to 20 knots.

Pilot Information

Certificate:	Student	Age:	52, Male
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	December 1, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	46 hours (Total, all aircraft), 27 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM AMERICAN	Registration:	N28224
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5B0946
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 23, 1994 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3115 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A4K
Registered Owner:	BERT COOK/ BERNARD KAMP,	Rated Power:	180 Horsepower
Operator:	KAMP AIR AVIATION INC.	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:	BGM ,1636 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	76°
Lowest Cloud Condition:	25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class D;Class G

Airport Information

Airport:	ONEONTA MUNI N66	Runway Surface Type:	Asphalt
Airport Elevation:	1764 ft msl	Runway Surface Condition:	Snow
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	None

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:	42.450771,-75.059837(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Beverley
Additional Participating Persons:	RICHARD PECK; ALBANY , NY
Original Publish Date:	March 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8904

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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](#).