



National Transportation Safety Board Aviation Accident Final Report

Location:	PENN YAN, NY	Accident Number:	NYC90DFJ01
Date & Time:	01/03/1990, 1315 EDT	Registration:	N896JC
Aircraft:	STEELE ACROSPORT II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED THAT THE HOMEBUILT AIRCRAFT DRIFTED CLOSE TO THE RIGHT EDGE OF THE RUNWAY DURING THE TAKEOFF GROUND RUN, SO HE CORRECTED WITH LEFT RUDDER. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, THE LANDING GEAR STRUCK A SNOWBANK, AND THE AIRCRAFT NOSED OVER. THE PILOT STATED THAT HE HAD NO PREVIOUS EXPERIENCE IN THE ACCIDENT AIRCRAFT, AND HE 'PAID TOO MUCH ATTENTION TO (THE) INSTRUMENTS WITH HEAD IN COCKPIT.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKEOFF GROUND RUN. HIS LACK OF EXPERIENCE & THE SNOWBANK WERE RELATED FACTORS.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOWBANK

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/06/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft), 5000 hours (Pilot In Command, all aircraft), 194 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STEELE	Registration:	N896JC
Model/Series:	ACROSPORT II ACROSPORT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	689
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/06/1989, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	118 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-360
Registered Owner:	DAVID N. PHELPS	Rated Power:	180 hp
Operator:	JAMES FINK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	(N-22)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1315 EDT	Type of Airspace:	Class G

Airport Information

Airport:	PENN YAN	Runway Surface Type:	Asphalt
Airport Elevation:	903 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	3206 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MORGAN J BROWN	Report Date:	12/04/1992
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).