



National Transportation Safety Board Aviation Accident Final Report

Location:	SHERBURNE, NY	Accident Number:	NYC91LA022
Date & Time:	11/01/1990, 1030 EST	Registration:	N93003
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Aerial Observation		

Analysis

WHILE ON A BEAVER SITE OBSERVATION FLIGHT THE PILOT WAS UNABLE TO OUTCLIMB SURROUNDING TERRAIN AND COLLIDED WITH TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT FAILED TO MAINTAIN ADEQUATE ALTITUDE TO OUTCLIMB SURROUNDING TERRAIN.

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/03/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1410 hours (Total, all aircraft), 620 hours (Total, this make and model), 1296 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93003
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15285375
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/12/1990, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-235L2C
Registered Owner:	ZM'S INC	Rated Power:	110 hp
Operator:	ZM'S INC	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:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CORTLAND, NY (NO3)	Type of Flight Plan Filed:	None
Destination:	NORWICH, NY (01C)	Type of Clearance:	None
Departure Time:	0900 EST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	12/14/1992
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 pubinquiry@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](#).