



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	MAYVILLE, NY	<b>Accident Number:</b>	NYC89LA001
<b>Date &amp; Time:</b>	10/01/1988, 1535 EDT	<b>Registration:</b>	N3112Z
<b>Aircraft:</b>	PIPER PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/15/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	90 hours (Total, all aircraft), 59 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3112Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	22-77051
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/25/1988, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1393 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-B2B
Registered Owner:	JOHN C HACKMAN	Rated Power:	160 hp
Operator:	JOHN C.HAGMAN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JHW, 1742 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1445 EDT	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:			
Departure Point:	(D79)	Type of Flight Plan Filed:	None
Destination:	(D79)	Type of Clearance:	None
Departure Time:	1500 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	DART (D79)	Runway Surface Type:	Grass/turf
Airport Elevation:	1340 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN YURMAN
<b>Additional Participating Persons:</b>	MILLER
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .