



# National Transportation Safety Board Aviation Accident Final 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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## Analysis

WHILE ON SHORT FINAL FOR LANDING, THE FLT ENCOUNTERED TURBULENCE AND BEGAN SETTLING OVER TREES LOCATED NEAR THE END OF THE RUNWAY. IN THE ATTEMPT TO GO AROUND THE PLT ALLOWED THE ACFT TO DECELERATE. THE ACFT DRIFTED 30 DEGREES RIGHT OF THE RUNWAY AND CRASHED INTO TREES APRX ONE-QUARTER MILES RIGHT OF THE RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) OBJECT - TREE(S)
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3112Z
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	22-77051
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/25/1988, Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	12 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1393 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-B2B
<b>Registered Owner:</b>	JOHN C HACKMAN	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	JOHN C.HAGMAN	<b>Operating Certificate(s) Held:</b>	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

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):	ALAN YURMAN	Report Date:	01/24/1990
Additional Participating Persons:	MILLER		
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 <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> .		

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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](#).