



National Transportation Safety Board Aviation Accident Final Report

Location:	SPECULATOR, NY	Accident Number:	NYC89LA060
Date & Time:	01/01/1989, 1800 EST	Registration:	N1432D
Aircraft:	CESSNA 170A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT COLLIDED WITH TREES ABOUT 20 MILES NORTH OF SPECULATOR, NEW YORK AND WAS DEMOLISHED. WEATHER REPORTED AT THE TIME OF DEPARTURE WAS CLEAR SKIES. HOWEVER, AS THE FLIGHT APPROACHED IT'S DESTINATION, WEATHER BEGAN TO DETERIORATE AND THE PILOT DEVERTED TO GLENS FALLS, NEW YORK. DURING DESCENT IN DARKNESS, AIRCRAFT COLLIDED WITH TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INACCURATE INFLIGHT PLANNING AND DECISIONS BY THE PILOT WHO INADVERTENTLY FLEW HIS AIRCRAFT FROM VFR INTO INSTRUMENT METEOROLOGICAL CONDITIONS WHILE MAKING A DESCENT AT NIGHT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

1. (F) OBJECT - TREE(S)
 2. (F) LIGHT CONDITION - DARK NIGHT
 3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	10/11/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	244 hours (Total, all aircraft), 41 hours (Total, this make and model), 225 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1432D
Model/Series:	170A 170A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20141
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	08/19/1987, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2127 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300
Registered Owner:	DOUGLAS KING	Rated Power:	145 hp
Operator:	DOUGLAS KING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-3° C / -18° C
Precipitation and Obscuration:			
Departure Point:	TROY, NY (5B7)	Type of Flight Plan Filed:	None
Destination:	TUPPER LAKE, NY	Type of Clearance:	None
Departure Time:	1600 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE	Report Date:	07/11/1990
Additional Participating Persons:	; ALBANY, NY		
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](#).