



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKE PLACID, NY	Accident Number:	NYC89FA097
Date & Time:	03/01/1989, 1256 EST	Registration:	N1729Q
Aircraft:	BEECH 95-A55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PILOT DEPARTED SARANAC LAKE IN INTERMITTENT SNOW SQUALLS AND BLIZZARD CONDITIONS. ABOUT 10 MINUTES LATER THE PILOT CONTACTED LAKE PLACID UNICOM AND SAID HE WOULD BE LANDING IN ABOUT 5 MINUTES. 2 MINUTES LATER THE UNICOM OPERATOR HEARD THE AIRCRAFT FLY OVERHEAD AT A LOW ALTITUDE, AND THE AIRCRAFT APPEARED TO BE FLYING DOWNWIND FOR RWY 32. THE WRECKAGE WAS FOUND AT THE BASE OF A HILL 3/4 MI SOUTH OF THE AIRPORT, JUST OFF THE APPROACH END OF RWY 32. THE AIRPORT WAS OBSCURED IN SNOW WITH VISIBILITY AROUND 1/3 TO 1/2 MI, BUT THE NORTH END OF THE FIELD WAS CLEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DEPARTURE INTO KNOWN ADVERSE WEATHER CONDITIONS AND HIS CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS. CONTRIBUTING FACTOR(S) WAS: THE ADVERSE WEATHER CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) WEATHER CONDITION - SNOW
3. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/17/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1840 hours (Total, all aircraft), 356 hours (Total, this make and model), 1679 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1729Q
Model/Series:	95-A55 95-A55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC 304
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/28/1988, Annual	Certified Max Gross Wt.:	4880 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2383 Hours	Engine Manufacturer:	Teledyne Cont
ELT:	Installed, not activated	Engine Model/Series:	IO-470 L
Registered Owner:	PAUL EDWARD FIELD	Rated Power:	260 hp
Operator:	PAUL EDWARD FIELD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLK, 1663 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1245 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6° C / -9° C
Precipitation and Obscuration:			
Departure Point:	SARANAC LAKE, NY (SLK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1240 EST	Type of Airspace:	Class G

Airport Information

Airport:	LAKE PLACID (LKP)	Runway Surface Type:	Asphalt
Airport Elevation:	1744 ft	Runway Surface Condition:	Snow--dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4200 ft / 50 ft	VFR Approach/Landing:	Valley/Terrain Following; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	09/30/1991
Additional Participating Persons:	G. D STAAB; WICHITA, KS GEORGE HOLLINGSWORTH; RESTON, VA		
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](#).