



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	HAMPTON, NH	<b>Accident Number:</b>	NYC87LA137
<b>Date &amp; Time:</b>	05/01/1987, 1535 EDT	<b>Registration:</b>	N3993P
<b>Aircraft:</b>	STEARMAN PT-17	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

WHILE ON FINAL APPROACH, THE PLT STATED THAT THE ACFT ENCOUNTERED A MODERATE CROSSWIND. AT ABT MID-FIELD, THE PLT ELECTED TO MAKE A GO-AROUND, HOWEVER, DUE TO WINDSHEAR AND/OR DOWNDRAFTS, THE ACFT WAS UNABLE TO CLIMB. THE STEARMAN COLLIDED WITH SEVERAL TALL TREES OFF THE END OF THE RWY AND CAME TO REST AT THE BASE OF ONE OF THEM.

## Probable Cause and Findings

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

## Findings

---

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

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
  2. (F) WEATHER CONDITION - CROSSWIND
  3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
  5. PROPER CLIMB RATE - NOT ATTAINED
  6. (F) OBJECT - TREE(S)
- 

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/15/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1140 hours (Total, all aircraft), 269 hours (Total, this make and model), 1066 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STEARMAN	<b>Registration:</b>	N3993P
<b>Model/Series:</b>	PT-17 PT-17	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Aerobatic	<b>Serial Number:</b>	AR33
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/03/1986, Annual	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	W670-6A
<b>Registered Owner:</b>	JANE ENMAN	<b>Rated Power:</b>	
<b>Operator:</b>	GEORGE ENMAN	<b>Operating Certificate(s) Held:</b>	

## 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:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15° C / -6° C
Precipitation and Obscuration:			
Departure Point:	SHIRLEY, MA	Type of Flight Plan Filed:	None
Destination:	HAMPTON, NH	Type of Clearance:	VFR
Departure Time:	1510 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	HAMPTON (7B3)	Runway Surface Type:	Grass/turf
Airport Elevation:	93 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	2100 ft / 180 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## 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):	CLIFFORD DANHAUER	Report Date:	01/11/1989
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 <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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).