



National Transportation Safety Board Aviation Accident Final Report

Location:	SELKIRK, NY	Accident Number:	NYC87LA029
Date & Time:	11/01/1986, 1000 EST	Registration:	N6552R
Aircraft:	BEECH 19	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PILOT ATTEMPTED A LANDING WITHOUT LEFT AILERON CONTROL. THE AIRCRAFT TURNED RIGHT THEN WENT INTO AN UNCONTROLLABLE SLOW SPIRAL TO THE GROUND. THE FAILED CONTROL ROD END BEARINGS SHOWED EVIDENCE DURING POST ACC INVEST THAT THEY HAD NOT BEEN LUBRICATED FOR A LONG TIME. ONE CONTROL ROD P.N 169-524035-3 WAS FOUND SEPARATED AT THE P/N 169-3880082-3.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING

Findings

1. (C) FLIGHT CONTROL,AILERON TAB - SEPARATION
2. (C) FLIGHT CONTROL,AILERON ATTACHMENT - MOVEMENT RESTRICTED
3. (C) MAINTENANCE,LUBRICATION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/12/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	907 hours (Total, all aircraft), 170 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6552R
Model/Series:	19 19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-733
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/29/1986, Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1750 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E3D
Registered Owner:	ALOYSIUS L. HOFAKER	Rated Power:	150 hp
Operator:	ALOYSIUS L. HOFAKER	Operating Certificate(s) Held:	None

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:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/ 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SO. ALBANY, NY	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0950 EDT	Type of Airspace:	

Airport Information

Airport:	SO. ALBANY (4B0)	Runway Surface Type:	Asphalt
Airport Elevation:	190 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2810 ft / 22 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	FRANK GHIORSI	Report Date:	
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 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](#).