



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SELKIRK, NY	<b>Accident Number:</b>	NYC87LA029
<b>Date &amp; Time:</b>	11/01/1986, 1000 EST	<b>Registration:</b>	N6552R
<b>Aircraft:</b>	BEECH 19	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6552R
<b>Model/Series:</b>	19 19	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ALOYSIUS L. HOFAKER	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E3D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ 10 knots,
<b>Temperature:</b>		<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SO. ALBANY, NY	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	SO. ALBANY (4B0)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2810 ft / 22 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): FRANK GHIORSI

Adopted 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](mailto: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.