



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Fulton, NY	<b>Accident Number:</b>	ERA12FA093
<b>Date &amp; Time:</b>	12/01/2011, 1440 EST	<b>Registration:</b>	N865JT
<b>Aircraft:</b>	Wing John R Wittman Tailwind	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the spouse of the pilot, the purpose of the flight was for him to become more familiar with the airplane in order to complete the required 40 flight hours of the phase one operating limitations. According to several witnesses, they heard the engine "sputter" and saw the airplane pitch nose down and descend through trees before impacting the ground. Such a descent is indicative of an aerodynamic stall. A postaccident examination of the airplane revealed no anomalies that would have precluded normal operation of the airframe or engine. Based on the temperature and dew point at the time of the accident, the conditions were favorable for serious carburetor icing at a cruise power setting. The carburetor heat control was in the full forward or "closed" position. The witness statements about the engine, as well as the favorable conditions for serious carburetor ice formation, suggest a partial loss of power. The pilot, still becoming familiar with the handling characteristics of the airplane, likely became preoccupied with restoring full engine power and maneuvering the airplane toward the airport in order to land and unintentionally entered an aerodynamic stall.

## Flight Events

Approach-VFR pattern downwind - Loss of engine power (partial)  
Approach-VFR pattern downwind - Aerodynamic stall/spin  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain adequate airspeed, which resulted in an aerodynamic stall.  
Contributing to the accident was a partial loss of engine power due to the formation of carburetor ice.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Response/compensation - F

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	760 hours (Total, all aircraft), 1 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Wing John R	<b>Registration:</b>	N865JT
<b>Model/Series:</b>	Wittman Tailwind W10	<b>Engines:</b>	Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	FZY, 475 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 300°
<b>Temperature:</b>	7°C / 0°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fulton, NY (FZY)	<b>Destination:</b>	Fulton, NY (FZY)

## Airport Information

<b>Airport:</b>	Oswego County Airport (FZY)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	5196 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Shawn Etcher	<b>Adopted Date:</b>	08/29/2012
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82437">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82437</a>		

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