



Aviation Investigation Final Report

Location:	Altamont, New York	Accident Number:	GAA18CA158
Date & Time:	March 11, 2018, 12:00 Local	Registration:	N142DT
Aircraft:	JOHNSON GERALD CR-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the ski-equipped airplane reported that, while on approach to a snow-covered airstrip, there was a quartering right gusting crosswind. He added that, about 100 ft above the ground, the right wing rose, and he attempted to correct to no avail. He added that the airplane was about 90° off of course to the left, and he chose to go between two trees. Subsequently, the left wing impacted a tree and separated from the airplane, and the airplane came to rest nose down.

The airplane sustained substantial damage to the fuselage and left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 9 nautical miles from the accident site reported that, about the time of the accident, the wind was from 280° at 12 knots, gusting to 21 knots. The pilot landed on runway 26.

Probable Cause and Findings

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

The pilot's failure to maintain the runway heading during the approach in gusting crosswind conditions.

Findings

Aircraft	Heading/course - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)
Landing	Part(s) separation from AC
Landing	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 31, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2016
Flight Time:	(Estimated) 587 hours (Total, all aircraft), 288 hours (Total, this make and model), 549 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 12.5 hours (Last 30 days, all aircraft), 2.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JOHNSON GERALD	Registration:	N142DT
Model/Series:	CR-1 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	01
Landing Gear Type:	Tailwheel; Ski	Seats:	2
Date/Type of Last Inspection:	January 27, 2018 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	881 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C90-8F
Registered Owner:		Rated Power:	90 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSCH, 378 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	16:45 Local	Direction from Accident Site:	37°
Lowest Cloud Condition:		Visibility	15 miles
Lowest Ceiling:	Overcast / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 21 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	2°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sharon Springs, NY	Type of Flight Plan Filed:	None
Destination:	Altamont, NY	Type of Clearance:	VFR
Departure Time:	10:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private	Runway Surface Type:	Snow
Airport Elevation:	850 ft msl	Runway Surface Condition:	Snow
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2400 ft / 70 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.736946,-74.066108(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Todd Moses; FAA; Albany, NY
Original Publish Date:	June 14, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96857

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](#).