



Aviation Investigation Final Report

Location:	Shelter Island, New York	Accident Number:	GAA18CA417
Date & Time:	June 30, 2018, 10:00 Local	Registration:	N8870
Aircraft:	Travel Air 2000	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after landing, while making a 180° left turn at the end of the runway, the right wing struck a tree branch.

The airplane sustained substantial damage to the right aileron.

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

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 clearance from a tree during taxi.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Landing	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 2, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 2, 2017
Flight Time:	(Estimated) 12000 hours (Total, all aircraft), 50 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Travel Air	Registration:	N8870
Model/Series:	2000 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1929	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	937
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	January 2, 2018 100 hour	Certified Max Gross Wt.:	2180 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	W-670-6N
Registered Owner:		Rated Power:	220 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:	KHTO,56 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:		Direction from Accident Site:	153°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Hampton, NY (HTO)	Type of Flight Plan Filed:	None
Destination:	Shelter Island, NY (NY03)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	KLENAWICUS AIRFIELD NY03	Runway Surface Type:	Grass/turf
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	1700 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.071666,-72.326667(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Matthew J Cady; FAA; Farmingdale, NY
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97750

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](#).