



# National Transportation Safety Board Aviation Accident Final Report

---

|                         |                      |                         |             |
|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | VICKSBURG, MI        | <b>Accident Number:</b> | CHI98LA052  |
| <b>Date &amp; Time:</b> | 12/02/1997, 1330 EST | <b>Registration:</b>    | N6295Z      |
| <b>Aircraft:</b>        | Piper PA-46-350P     | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 2 None      |

**Flight Conducted Under:** Part 91: General Aviation -

---

## Analysis

The pilot reported that the airplane went over a large hump in the runway during the takeoff roll at about 800 feet from the approach end of the runway. He reported the airplane veered to the left and the 'takeoff was aborted.' The passenger, who was on board to monitor the instruments, reported that the intended flight was a maintenance test flight. The passenger reported that the airplane entered a large dip in the runway about 1,200 feet from the approach end of the runway. He reported the airplane became 'airborne near stall speed.' The left wing struck the ground. The airplane departed the left side of the runway at about a 45 degree angle and traveled approximately another 1,000 feet before striking a row of small trees before coming to rest.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight preparation and his failure to maintain directional control during takeoff. A factor was the uneven runway at the grass airstrip.

## Findings

---

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. OBJECT - TREE(S)

## Factual Information

On December 2, 1997, at 1330 eastern standard time, a Piper PA-46-350P, N6295Z, operated by Hov-Aire, Inc., sustained substantial damage when it hit trees on the side of the runway during an aborted takeoff. The 14 CFR Part 91 flight was departing an unnamed grass airstrip on a local maintenance test flight with Kalamazoo, Michigan, as the destination. The pilot lost control of the aircraft after it hit a dip in the runway. The private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that he was departing a private airfield located about seven miles south of Kalamazoo, Michigan. The airplane went over a large hump in the runway during the takeoff roll at about 800 feet from the approach end of the runway. The pilot reported the airplane veered to the left and the "takeoff was aborted."

An Operations Safety Inspector from the Federal Aviation Administration interviewed the passenger who had sat in the right seat of the airplane during the accident. The passenger, who was on board to monitor the instruments, reported that the intended flight was a maintenance test flight. The passenger reported that the airplane entered a large dip in the runway about 1,200 feet from the approach end of the runway. He reported the airplane became "airborne near stall speed." The left wing struck the ground. The airplane departed the left side of the runway at about a 45 degree angle and traveled approximately another 1,000 feet before striking a row of small trees before coming to rest.

The examination of the airplane revealed no abnormalities.

## Pilot Information

|                                  |  |  |            |
|----------------------------------|--|--|------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 56, Male   |
| <b>Airplane Rating(s):</b>       | None   | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | Seatbelt   |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No         |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No         |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--w/<br>waivers/lim.  | <b>Last FAA Medical Exam:</b>            | 02/25/1997 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 7975 hours (Total, all aircraft), 227 hours (Total, this make and model), 7875 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft) |  |            |

## Aircraft and Owner/Operator Information

|                               |                          |                                |                 |
|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make:                | Piper                    | Registration:                  | N6295Z          |
| Model/Series:                 | PA-46-350P PA-46-350P    | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                          | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal                   | Serial Number:                 | 46-22026        |
| Landing Gear Type:            | Retractable - Tricycle   | Seats:                         | 6               |
| Date/Type of Last Inspection: | 12/01/1997, Annual       | Certified Max Gross Wt.:       | 4300 lbs        |
| Time Since Last Inspection:   | 939 Hours                | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          |                          | Engine Manufacturer:           | Lycoming        |
| ELT:                          | Installed, not activated | Engine Model/Series:           | TIO-540 AE2A    |
| Registered Owner:             | LAKALA AVIATION, INC     | Rated Power:                   | 350 hp          |
| Operator:                     | HOV-AIRE, INC.           | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|                                  |                      |                                      |                   |
|----------------------------------|----------------------|--------------------------------------|-------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                  | Day               |
| Observation Facility, Elevation: | AZO, 840 ft msl      | Distance from Accident Site:         | 15 Nautical Miles |
| Observation Time:                | 1745 EST             | Direction from Accident Site:        | 345°              |
| Lowest Cloud Condition:          | Clear / 0 ft agl     | Visibility                           | 10 Miles          |
| Lowest Ceiling:                  | Broken / 2300 ft agl | Visibility (RVR):                    | 0 ft              |
| Wind Speed/Gusts:                | Calm /               | Turbulence Type Forecast/Actual:     | /                 |
| Wind Direction:                  | Variable             | Turbulence Severity Forecast/Actual: | /                 |
| Altimeter Setting:               | 30 inches Hg         | Temperature/Dew Point:               | 10° C             |
| Precipitation and Obscuration:   |                      |                                      |                   |
| Departure Point:                 |                      | Type of Flight Plan Filed:           | None              |
| Destination:                     | KALAMAZOO, MI (AZO)  | Type of Clearance:                   | None              |
| Departure Time:                  | 1300 EST             | Type of Airspace:                    | Class G           |

## Airport Information

|                      |   |                           |            |
|----------------------|---|---------------------------|------------|
| Airport:             |   | Runway Surface Type:      | Grass/turf |
| Airport Elevation:   |   | Runway Surface Condition: |            |
| Runway Used:         | 0 | IFR Approach:             |            |
| Runway Length/Width: |   | VFR Approach/Landing:     |            |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

|  |  |                     |            |
|--|--|---------------------|------------|
| <b>Investigator In Charge (IIC):</b>     | JIM SILLIMAN   | <b>Report Date:</b> | 04/24/1998 |
| <b>Additional Participating Persons:</b> | VITO L CARELLO; GRAND RAPIDS, MI   |                     |            |
| <b>Publish Date:</b>                     |  |                     |            |
| <b>Investigation Docket:</b>             | 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |                     |            |

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](#).