



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CHICAGO, IL	<b>Accident Number:</b>	CHI98FA296
<b>Date &amp; Time:</b>	08/01/1998, 2200 CDT	<b>Registration:</b>	N5340F
<b>Aircraft:</b>	Cessna 340A	<b>Injuries:</b>	1 Fatal, 3 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported the airplane decelerated during the takeoff roll. He applied the brakes and as he advanced the throttles to full power the airplane accelerated. The airplane cleared the end of the runway then stalled into Lake Michigan, flipped inverted and sank. One passenger reported that it felt as if someone put on the brakes. One passenger drowned. The pilot used 32' of manifold pressure for takeoff versus 37.3' as placarded. The pilot operating handbook lists normal takeoff speed as 91 KIAS, however the airplane was equipped with vortex generators. The pilot reported looking for 105 to 110 KIAS for takeoff. No evidence was found of the pilot having a multi-engine rating. No evidence of a mechanical failure/malfunction was found.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper use of the throttle in not using full power for takeoff, the pilot's failure to use proper aborted takeoff procedures, and the inadvertent stall/mush. A factor associated with the accident was inadequate preflight/planning by the pilot.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF

### Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - UNQUALIFIED PERSON
  2. LACK OF CERTIFICATION - PILOT IN COMMAND
  3. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - UNQUALIFIED PERSON
  4. (C) ABORTED TAKEOFF - IMPROPER - UNQUALIFIED PERSON
  5. (C) STALL/MUSH - INADVERTENT - UNQUALIFIED PERSON
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 500 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5340F
<b>Model/Series:</b>	340A 340A	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	KENNETH H. ASHER	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520
<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>	Night/Dark
<b>Observation Facility, Elevation:</b>	CGX, 593 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 140°
<b>Temperature:</b>	23°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(CGX)	<b>Destination:</b>	LOUISVILLE, KY (LOU)

## Airport Information

<b>Airport:</b>	MERRILL C. MEIGS FIELD (CGX)	<b>Runway Surface Type:</b>	Macadam
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3899 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal, 2 Minor	<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): PAMELA S SULLIVAN      Adopted Date: 03/31/2000

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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