



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GENESEE, MI	<b>Accident Number:</b>	CHI91LA104
<b>Date &amp; Time:</b>	03/01/1991, 1945 EST	<b>Registration:</b>	N8026W
<b>Aircraft:</b>	PIPER PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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## Analysis

THE PILOT WAS ATTEMPTING TO TAKEOFF DOWNWIND FROM A SOFT, WET, 2200-FT STRIP ON A DARK NIGHT WITH RAIN FALLING. HE WAS UNABLE TO ATTAIN POSITIVE LIFTOFF/CLIMB AIRSPEED AND THE AIRPLANE MUSHED BACK TO THE TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POSITIVE LIFTOFF AIRSPEED WAS NOT ATTAINED, AN ABORTED TAKEOFF WAS NOT PERFORMED WHICH RESULTED IN A STALL/MUSH DESCENT TO THE TERRAIN. FACTORS RELATED TO THE ACCIDENT WERE A DARK RAINING NIGHT, SOFT, WET GRASS RUNWAY AND A DOWNWIND SURFACE WIND.

## Findings

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

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - RAIN
3. (F) TERRAIN CONDITION - SOFT
4. (F) TERRAIN CONDITION - WET
5. (F) TERRAIN CONDITION - GRASS
6. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. (F) WEATHER CONDITION - TAILWIND
8. (C) AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
9. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/19/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft), 49 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8026W
<b>Model/Series:</b>	PA-28-180 PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	28-2092
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A3A
<b>Registered Owner:</b>		<b>Rated Power:</b>	180 hp
<b>Operator:</b>	HANGAR ONE AERO CLUB, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HOLLAND, MI (C19)	Type of Clearance:	None
Departure Time:	1945 CST	Type of Airspace:	

## Airport Information

Airport:	DUFORD (68G)	Runway Surface Type:	Grass/turf
Airport Elevation:	773 ft	Runway Surface Condition:	Soft; Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2090 ft / 70 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	John Hruban	Report Date:	12/14/1992
Additional Participating Persons:	MERLIN DYBALL		
Publish Date:			
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 <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> .		

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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](#).