



National Transportation Safety Board Aviation Accident Final Report

Location:	WINCHESTER, VA	Accident Number:	BFO90LA033
Date & Time:	04/01/1990, 1730 EDT	Registration:	N2521C
Aircraft:	CESSNA 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS TAKING OFF FROM AN UPSLOPE-GRASS RWY. ACCORDING TO THE PLT, THE ACFT ACCELERATED SLOWLY BEFORE HE LIFTED OFF AT 65 MPH. THE PLT WAS UNABLE TO CLIMB AND THE ACFT STRUCK A FENCE PAST THE END OF THE RWY. THE PLT REPORTED NO MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASSURE THAT THE AIRPLANE WOULD CLEAR THE FENCE AFTER TAKEOFF.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) RUNWAY/LANDING AREA CONDITION - UPHILL
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/30/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	639 hours (Total, all aircraft), 89 hours (Total, this make and model), 547 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2521C
Model/Series:	170B 170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	26165
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	12/01/1989, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	90 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2650 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300A
Registered Owner:	KIRK E RANDALL	Rated Power:	145 hp
Operator:	KIRK E. RANDALL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IAD, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1700 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 10° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	WINCHESTER, VA (W16)	Type of Clearance:	None
Departure Time:	1700 EDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	12/14/1992
Additional Participating Persons:			
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 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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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](#).