



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MILLINGTON, MI	<b>Accident Number:</b>	CHI90LA165
<b>Date &amp; Time:</b>	07/01/1990, 1710 EDT	<b>Registration:</b>	N5250P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT ATTEMPTED A TAKEOFF FROM AN 1,800 FOOT GRASS STRIP WITH AN UPHILL SLOPE. THE TURF WAS SOFT, AND THE GRASS WAS 6-10 INCHES HIGH. THE AIRCRAFT LOAD CONSISTED OF THE PILOT, THREE ADULT PASSENGERS, AND 52 GALLONS OF FUEL. APPROXIMATELY THREE- QUARTERS DOWN THE RUNWAY THE AIRCRAFT HAD NOT REACHED LIFT-OFF AIRSPEED, AND THE PILOT THOUGHT IT WAS TOO LATE TO INITIATE AN ABORTED TAKEOFF. THE PILOT ROTATED THE AIRCRAFT AND RETRACTED THE LANDING GEAR TO ATTEMPT A TAKEOFF. THE AIRCRAFT STRUCK SEVERAL TREES 8-10 FEET HIGH AT THE DEPARTURE END OF THE RUNWAY, AND CRASHED INTO AN ADJACENT FARMER'S FIELD.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PLANNING-DECISION, FAILURE TO OBTAIN LIFT-OFF AIRSPEED, AND FAILURE TO PERFORM AN ABORTED TAKEOFF. FACTORS RELATED TO THE ACCIDENT ARE THE UPHILL SLOPING RUNWAY, SOFT TURF, HIGH GRASS, AND COMPLACENCY.

## Findings

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

### Findings

1. OBJECT - TREE(S)
2. (C) AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
3. (C) COMPLACENCY - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - UPHILL
5. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - SOFT
7. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - HIGH VEGETATION

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<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>	07/18/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1938 hours (Total, all aircraft), 1141 hours (Total, this make and model), 1593 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5250P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-282
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<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-540-A1A5
<b>Registered Owner:</b>		<b>Rated Power:</b>	250 hp
<b>Operator:</b>	GAROLD L. FOX	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNT, 782 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1750 EDT	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	14 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	NEW HUDSON, MI (Y47)	Type of Clearance:	None
Departure Time:	1710 EDT	Type of Airspace:	

## Airport Information

Airport:	JENSON (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Soft
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	11/23/1992
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 <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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