



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

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

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N5250P
Model/Series:	PA-24-250 PA-24-250	Engines:	1 Reciprocating
Operator:	GAROLD L. FOX	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-A1A5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNT, 782 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 360°
Temperature:	23°C	Visibility	14 Miles
Precipitation and Obscuration:			
Departure Point:	(NONE)	Destination:	NEW HUDSON, MI (Y47)

Airport Information

Airport:	JENSON (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Soft
Runway Length/Width:	1800 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): MARK E DOUB

Adopted Date: 11/23/1992

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/>.

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.