



National Transportation Safety Board Aviation Accident Final Report

Location:	FLUSHING, MI	Accident Number:	CHI89LA102
Date & Time:	06/01/1989, 1230 CDT	Registration:	N8535Q
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING THE TAKEOFF ROLL ON AN INSTRUMENT INSTRUCTIONAL FLIGHT, WHILE AT A POINT APPROXIMATELY HALFWAY DOWN THE RUNWAY, THE PRIVATE PILOT JUDGED THAT THE AIRCRAFT WAS NOT ACCELERATING SATISFACTORILY AND ELECTED TO ABORT THE TAKEOFF. THE PILOT APPLIED BRAKES BUT WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT RAN OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH TREES. BOTH THE PRIVATE PILOT AND THE INSTRUMENT INSTRUCTOR REPORTED THAT IT HAD BEEN RAINING IN THE AREA PRIOR TO THE FLIGHT, AND THE RUNWAY WAS WET, WITH STANDING WATER IN SPOTS. THE PILOT STATED THAT THE WATER 'DAMPED THE BRAKING ACTION CONSIDERABLY.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S INADEQUATE AIRCRAFT CONTROL DURING THE ABORTED TAKEOFF ATTEMPT, AND THE AIRCRAFT'S RESULTANT COLLISION WITH TREES. THE WET RUNWAY WAS A FACTOR IN THE LACK OF NORMAL BRAKING ACTION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - WET
4. (C) AIRCRAFT CONTROL - INADEQUATE - PILOT IN COMMAND
5. PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

6. TERRAIN CONDITION - GRASS

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

7. (C) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/15/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	231 hours (Total, all aircraft), 111 hours (Total, this make and model), 185 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8535Q
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20603391
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	08/19/1988, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	117 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1510 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F9
Registered Owner:	C.A. ADKINS CONSTRUCTION CO	Rated Power:	285 hp
Operator:	C. A. ADKINS CONSTRUCTION CO.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNI, 782 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1253 CDT	Direction from Accident Site:	155°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 18° C
Precipitation and Obscuration:			
Departure Point:	FLUSHING, MI (3DA)	Type of Flight Plan Filed:	IFR
Destination:	PANTIAC, MI (PTK)	Type of Clearance:	None
Departure Time:	1230 CDT	Type of Airspace:	Class G

Airport Information

Airport:	DALTON (3DA)	Runway Surface Type:	Asphalt
Airport Elevation:	733 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2515 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	03/29/1991
Additional Participating Persons:	R JOHNSON; DETROIT, MI		
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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