



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FLUSHING, MI	<b>Accident Number:</b>	CHI89LA102
<b>Date &amp; Time:</b>	06/01/1989, 1230 CDT	<b>Registration:</b>	N8535Q
<b>Aircraft:</b>	CESSNA 206	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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 'DAMPERED THE BRAKING ACTION CONSIDERABLY.'

## Probable Cause

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)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8535Q
<b>Model/Series:</b>	206 206	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	C. A. ADKINS CONSTRUCTION CO.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-F9
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FNI, 782 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2600 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 220°
<b>Temperature:</b>	23° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FLUSHING, MI (3DA)	<b>Destination:</b>	PANTIAC, MI (PTK)

## Airport Information

<b>Airport:</b>	DALTON (3DA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	2515 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JODI L REEVES

Adopted Date: 03/29/1991

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](mailto: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.