



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MANISTIQUE, MI	<b>Accident Number:</b>	CHI90LA001
<b>Date &amp; Time:</b>	10/01/1989, 1108 EDT	<b>Registration:</b>	N102AT
<b>Aircraft:</b>	CESSNA 177	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

AFTER LANDING LONG, THE PLT ELECTED TO GO-AROUND. HE RETRACTED THE FLAPS TO FULL UP & THE ACFT STOPPED CLIMBING & STARTED SETTLING WITH THE STALL WARNING HORN SOUNDING. THE PLT OBSERVED WIRES IN HIS FLT PATH & ROTATED THE PLANE TO AN ATTITUDE WHICH WOULD ALLOW THE WIRE TO STRIKE THE ACFT'S BELLY, RATHER THAN ACROSS THE WINDSHIELD. AFTER THE WIRE STRIKE, THE ACFT DESCENDED OUT OF CONTROL & COLLIDED WITH THE TERRAIN. ACCORDING TO THE GO-AROUND PROCEDURE IN THE FLT MANUAL, THE FLAPS SHOULD HAVE BEEN RETRACTED TO ONLY 20 DEG UNTIL THE ACFT HAD ACCELERATED TO 75 MPH, THEN FURTHER FLAP RETRACTION SHOULD HAVE BEEN PERFORMED SLOWLY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A DELAYED BY THE PILOT IN GOING AROUND AND HIS FAILURE TO OBTAIN ADEQUATE AIRSPEED BEFORE FULLY RETRACTING THE FLAPS, WHICH ALLOWED THE AIRCRAFT TO MUSH. THE CONTRIBUTING FACTORS WERE: THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT DURING THE LANDING AND THE TRANSMISSION WIRE.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. (C) RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. (F) OBJECT - WIRE, TRANSMISSION

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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>	52, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/26/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	276 hours (Total, all aircraft), 10 hours (Total, this make and model), 89 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N102AT
<b>Model/Series:</b>	177 177	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17701283
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/22/1988, Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	65 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2873 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1F
<b>Registered Owner:</b>	KODIAK FLYING CLUB	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	KODIAK FLYING CLUB	<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:	ISQ, 684 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1108 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	GREYLING, MI (GYG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0955 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	SCHOOLCRAFT COUNTY (ISQ)	Runway Surface Type:	Asphalt
Airport Elevation:	684 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	07/09/1990
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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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](#).