



National Transportation Safety Board Aviation Accident Data Summary

Location:	MANISTIQUE, MI	Accident Number:	CHI90LA001
Date & Time:	10/01/1989, 1108 EDT	Registration:	N102AT
Aircraft:	CESSNA 177	Injuries:	4 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

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 ACCORDING TO THE GO-AROUND PROCEDURE IN THE FLT MANUAL, THE FLAPS SHOULD HAVE BEEN RETRACTED TO ONLY 20 DEG UNTIL THE ACFT HAD ACCELERATED TO 75 MPH, THEN FURTHER FLAP RETRACTION SHOULD HAVE BEEN PERFORMED SLOWLY.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

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

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

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

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N102AT
Model/Series:	177 177	Engines:	1 Reciprocating
Operator:	KODIAK FLYING CLUB	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1F
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:	ISQ, 684 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 180°
Temperature:		Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	GREYLING, MI (GYG)	Destination:	

Airport Information

Airport:	SCHOOLCRAFT COUNTY (ISQ)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WILLIAM C BRUCE

Adopted Date: 07/09/1990

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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