



National Transportation Safety Board Aviation Accident Data Summary

Location:	WAITSFIELD, VT	Accident Number:	NYC84FA096
Date & Time:	03/02/1984, 1155 EST	Registration:	N4643C
Aircraft:	CESSNA A185F	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH TREES DURING TAKEOFF. THE RWY WAS SNOW COVERED 4 TO 6 INCHES DEEP AND WAS ONLY 1800 FT LONG. THE TAKEOFF WAS ON A BEARING OF 130 DEGREES. THE WIND WAS FROM 280 DEGREES AT 14 KTS. THE SKIS ON THE ACFT HAD WHEELS PROTRUDING THROUGH AT THE MAXIMUM SETTING. DURING TAXI CONSIDERABLE POWER WAS NEEDED BECAUSE OF DRAG AND SNOW DENSITY. DURING TAKEOFF THE ACFT WAS AIRBORNE 3 TIMES. THE FLT WAS UNABLE TO CLEAR THE TREES SO THE PLT STALLED THE ACFT INTO THE THINNEST TREE AREA. THE PLT SAID THERE WERE NO PRE-IMPACT MALFUNCTIONS OF THE ACFT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. (F) LANDING GEAR, SKI ASSEMBLY - IMPROPER
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. (F) WEATHER CONDITION - TAILWIND
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
7. (F) STALL - PERFORMED - PILOT IN COMMAND
8. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	2835 hours (Total, all aircraft), 24 hours (Total, this make and model), 2600 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4643C
Model/Series:	A185F A185F	Engines:	1 Reciprocating
Operator:	PETER PERLEE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	MPV, 1165 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 280°
Temperature:	-11°C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	CHATHAM, MA (OB6)

Airport Information

Airport:	PHILLIPS PRIVATE	Runway Surface Type:	Snow
Runway Used:	13	Runway Surface Condition:	Snow--dry
Runway Length/Width:	1800 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): CHAUNCEY D TWINE

Adopted 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/>.

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.