



National Transportation Safety Board Aviation Accident Final Report

Location:	DAVISON, MI	Accident Number:	CHI84LA145
Date & Time:	04/01/1984, 1345 EST	Registration:	N6659F
Aircraft:	CESSNA 150F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PIC STATED THAT ALTHOUGH HE WAS FLYING THE ACFT THE RIGHT SEAT PLT WAS CONTROLLING THE FLAP SETTINGS. THE RIGHT SEATPLT SET 20 DEG FOR TAKEOFF. AFTER TAKEOFF THEY NOTICED THAT THEY WOULD NOT BE ABLE TO CLEAR TREES SO THEY RIGHT SEAT PLTADDED FULL FLAPS (40 DEG.) AFTER CLEARING THE TREES, THE RIGHT SEAT PLT THEN RAISED THE FLAPS UP TO 15 DEG. THE ACFT STALLED & A WING POWER LINES.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LOWERING OF FLAPS - EXCESSIVE - COPILOT/SECOND PILOT
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (C) RAISING OF FLAPS - PREMATURE - COPILOT/SECOND PILOT
4. STALL - INADVERTENT - PILOT IN COMMAND
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (F) OBJECT - WIRE,STATIC

Factual Information

Pilot Information

Certificate:	Flight Instructor; Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/23/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	284 hours (Total, all aircraft), 16 hours (Total, this make and model), 225 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6659F
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15063259
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/09/1983, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1910 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	JOHN L. MATAS	Rated Power:	100 hp
Operator:	JOHN L. MATAS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNT, 781 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1413 EST	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	14 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / -6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAPEER, MI (D95)	Type of Clearance:	None
Departure Time:	1345 EST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1860 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):	PAMELA S KLECKNER	Report Date:	
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).