



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WILLIAMSTON, MI	<b>Accident Number:</b>	CHI84LA276
<b>Date &amp; Time:</b>	07/01/1984, 1630 EDT	<b>Registration:</b>	N3495J
<b>Aircraft:</b>	CESSNA 150G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

SOME COWS RAN INTO THE PATH OF THE ACFT DURING TAKEOFF. THE PLT TURNED AS SOON AS AIRBORNE TO AVOID THE ANIMALS AND HAD TO TURN AGAIN TO AVOID POWERLINES. IN THIS MANEUVERING THE ACFTS LEFT WING HIT A TREE AND THE ACFT CARTWHEELED.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (F) OBJECT - ANIMAL(S)
  2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (C) TOTAL - PILOT IN COMMAND
  4. (F) OBJECT - WIRE, TRANSMISSION(MARKED)
  5. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
  6. (F) OBJECT - TREE(S)
  7. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/19/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	118 hours (Total, all aircraft), 99 hours (Total, this make and model), 68 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3495J
<b>Model/Series:</b>	150G 150G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15066195
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	07/14/1984, Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4100 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	JOHN D SCHWARTZ	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	J.D. SCHWARTZ	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAN, 860 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1700 EDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 11° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	EAST LANSING, MI (2D8)	Type of Clearance:	None
Departure Time:	1630 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

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](#).