



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Creston, IL	<b>Accident Number:</b>	CHI08CA231
<b>Date &amp; Time:</b>	08/01/2008, 1400 CDT	<b>Registration:</b>	N2936W
<b>Aircraft:</b>	Weatherly 201B	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot reported that he departed on an aerial application flight from the south end of a runway that had a hill about midway which blocked the view of the north end of the runway. He cleared for traffic and started his takeoff roll. Approaching the crest of the runway he saw an airplane landing in front of him. He steered his airplane into corn near the runway to avoid the collision.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of the unsuitable terrain next to the runway to avoid the landing traffic. Contributing to the accident was the hill in the middle of the runway that blocked the pilot's view of the other traffic and the high vegetation near the runway.

## Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: TAKEOFF

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

2. (F) TERRAIN CONDITION - HIGH VEGETATION
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	8051 hours (Total, all aircraft), 356 hours (Total, this make and model), 3451 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Weatherly	<b>Registration:</b>	N2936W
<b>Model/Series:</b>	201B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Robert Hovden	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>Air Carrier Operating Certificate:</b>		<b>Engine Model/Series:</b>	R985
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Unknown
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	
<b>Temperature:</b>		<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CRESTON, IL (IL93)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Edward F Malinowski	<b>Adopted Date:</b>	08/28/2008
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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.