



Aviation Investigation Factual Report

Location:	GREENVILLE, Michigan	Accident Number:	CHI98LA280
Date & Time:	July 25, 1998, 13:00 Local	Registration:	N623AF
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On July 25, 1998, at 1300 eastern daylight time (edt), a Cessna 152, N623AF, operated by a commercial pilot, sustained substantial damage, when during takeoff the airplane ran off of the end of the runway at Greenville Municipal Airport, Greenville, Michigan. Visual meteorological conditions prevailed at the time of the accident. The instructional flight was being conducted under 14 CFR Part 91. There was no flight plan on file. The instructor pilot and dual student on board reported no injuries. The cross-country flight was originating at Greenville, Michigan.

In his written statement, the instructor pilot said that the student pilot was making the takeoff on runway 18. The Instructor pilot said, "At the intersection of runway 27 (the runway which crosses runway 18 at the mid-point), we were at 40 knots indicated airspeed (KIAS). After passing the intersection, the airplane started to lift off, but returned to the grass. The airspeed indicator again read 40 KIAS. The instructor pilot told the student to abort the takeoff. The instructor pilot said that he took control of the airplane just as they passed the end of the runway. The airplane crossed one ditch and stopped when it hit a second ditch.

A Federal Aviation Administration (FAA) inspector examined the airplane at the Greenville Municipal Airport. The airplane's nose wheel strut was broken aft. One of the two propeller blades was bent aft. The airplane's right wing tip was crushed aft and inward. The right wing's forward spar was bent aft. Flight control continuity was confirmed. Examination of the airplane's engine, engine controls, brakes and other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 26, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	440 hours (Total, all aircraft), 90 hours (Total, this make and model), 264 hours (Pilot In Command, all aircraft), 147 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N623AF
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	15280841
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 2, 1998 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5940 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	AMERICAN FLIGHT & TECHNOLOGY	Rated Power:	110 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AMN ,754 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	67°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENVILLE (6D6)	Type of Flight Plan Filed:	VFR
Destination:	PONTIAC (PTK)	Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	GREENVILLE MUNICIPAL ARPT 6D6	Runway Surface Type:	Grass/turf
Airport Elevation:	855 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1750 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.169589,-85.250396(est)

Administrative Information

Investigator In Charge (IIC): Bowling, David

Additional Participating Persons: DANIEL E CARIS; GRAND RAPIDS , MI

Report Date: October 7, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=43107>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).