



Aviation Investigation Final Report

Location:	WHEELING, Illinois	Accident Number:	CHI98LA221
Date & Time:	June 24, 1998, 12:09 Local	Registration:	N5255C
Aircraft:	Cessna T310R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was cleared for takeoff on runway 30R. As the pilot began his rotation at 85 knots the airplane began to drift off the right side of the runway. The pilot aborted the takeoff, closed the throttles, and applied brake pressure. The aircraft impacted two airport signs before coming to a stop. The pilot stated that he then contacted the tower and taxied the airplane to the ramp without assistance. Post accident investigation show that there was substantial damage to the nose section of the aircraft. The winds reported at the airport, 16 minutes prior to the accident, were from 210 degrees at 9 knots. The pilot reported the accident could have been avoid or minimized had he closed the throttles sooner when struck by the gust of wind and had he pushed the nose of the airplane back on the ground to try and regain directional control.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the wind conditions which resulted in a lack of directional control of the aircraft. Factors to the accident were the two airport signs and the crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - CROSSWIND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

4. (F) OBJECT - AIRPORT SIGN/MARKER

Factual Information

On June 24, 1998, at 1209 central daylight time, a Cessna T310R, N5255C, piloted by a commercial pilot, sustained substantial damage when it impacted airport signs, following a loss of control during takeoff from runway 30R (4397' x 50', concrete, dry) at the Palwaukee Municipal Airport, Wheeling, Illinois. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight had an instrument flight plan on file. The pilot and one passenger reported no injuries. The flight was originating at the time of the accident with the intended destination of Westmoreland County Airport, Latrobe, Pennsylvania.

According to the pilot's written statement, he was cleared for takeoff on runway 30R. The aircraft accelerated down the centerline to approximately 85 knots when the pilot started to rotate. The pilot stated that at rotation the aircraft began to drift off the right side of the runway. The pilot aborted the takeoff, closed the throttles, and applied brake pressure. The aircraft impacted two airport signs before coming to a stop. The pilot stated that he then contacted the tower and request to taxi back to the ramp. The aircraft was able to taxi to the ramp without assistance.

Post accident investigation show that there was substantial damage to the nose section of the aircraft. The aircraft also suffered minor damage to the left wing-tip tank, left cowl flap, left engine nacelle, and one of the de-ice boots on the left propeller. Winds reported at the Palwaukee Airport, 16 minutes prior to the accident, were from 210 degrees at 9 knots.

The pilot reported that the accident could have been prevented or minimized had "...I closed the throttles sooner when struck by the gust and pushed my nose gear back on the ground to try and regain some directional control."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 26, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1581 hours (Total, all aircraft), 141 hours (Total, this make and model), 1154 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5255C
Model/Series:	T310R T310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R1528
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 22, 1998 Annual	Certified Max Gross Wt.:	5680 lbs
Time Since Last Inspection:	14 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2563 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-BB
Registered Owner:	ADIB H. BARSOUM	Rated Power:	285 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:	PWK ,647 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PWK)	Type of Flight Plan Filed:	IFR
Destination:	WESTMORELAND CO, PA (LBE)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PALWUKEE MUNICIPAL PWK	Runway Surface Type:	Concrete
Airport Elevation:	647 ft msl	Runway Surface Condition:	Dry
Runway Used:	30R	IFR Approach:	None
Runway Length/Width:	4397 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.13013,-87.920471(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	BARB O SNOWDEN; WEST CHICAGO , IL
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10935

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