



Aviation Investigation Final Report

Location:	DAVISON, Michigan	Accident Number:	CHI84LA145
Date & Time:	April 1, 1984, 13:45 Local	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:	August 23, 1983
Occupational Pilot:	UNK	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:	
Airworthiness Certificate:	Normal	Serial Number:	15063259
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 9, 1983 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1910 Hrs	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 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	FNT ,781 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	14:13 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	14 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	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:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAPEER (D95)	Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft msl	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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.03022,-83.510955(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12574>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).