



Aviation Investigation Final Report

Location:	GREGORY, Michigan	Accident Number:	CHI86LA104
Date & Time:	March 16, 1986, 11:40 Local	Registration:	N7191M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE NEWLY PURCHASED ACFT WAS BEING FLOWN OFF OF THE SELLER'S TURF STRIP. AFTER TAKING OFF, THE ACFT STRUCK 50 FT TREES OFF OF THE END OF THE RUNWAY. THE SELLER, WHO WATCHED THE TAKEOFF, STATED THAT THE PILOT OVERROTATED THE ACFT AFTER LIFT-OFF.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. (C) AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)
5. (C) CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 17, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	755 hours (Total, all aircraft), 665 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7191M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55491
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 12, 1986 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1450 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	M. BERNSTEIN	Rated Power:	175 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:	JXN ,920 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 2600 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 2600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -3°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(M159)	Type of Flight Plan Filed:	None
Destination:	ANN ARBOR , MI (ARB)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREGORY M159	Runway Surface Type:	Grass/turf
Airport Elevation:	862 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1440 ft / 40 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:	42.450839,-84.080459(est)

Administrative Information

Investigator In Charge (IIC): Mcavoy, Edward
Additional Participating Persons: R. BEEM; BELLEVILLE , MI

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13434>

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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](#).