



# Aviation Investigation Final Report

<b>Location:</b>	VERNON, Ohio	<b>Accident Number:</b>	NYC91LA173
<b>Date &amp; Time:</b>	July 21, 1991, 19:45 Local	<b>Registration:</b>	N185GS
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT ATTEMPTED TO TAKE OFF ON A 2400 FEET GRASS RUNWAY WITH THE GRASS 3 TO 4 INCHES HIGH AND A SLIGHT UPHILL INCLINE. THE OUTSIDE AIR TEMPERATURE WAS 82 DEGREES F AND THE WINDS WERE 010 AT 7 KNOTS. THE PILOT TOOK OFF ON A HEADING OF 270 DEGREES WITH 30 DEGREES OF FLAPS, 30 GALLONS OF FUEL AND 3 OCCUPANTS WEIGHING A TOTAL OF 432 LBS. THE AIRPLANE LIFTED OFF AT 45 KNOTS, CLIMBED SLOWLY, WITH THE LANDING GEAR DOWN. AT 200 FEET THE AIRPLANE NOSED OVER AND STRUCK TREES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ROTATED THE AIRPLANE PREMATURELY AND CONTINUED THE CLIMB AT A DECK ANGLE THAT EVENTUALLY RESULTED IN A STALL. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S COMPLACENCY, FAILURE TO DETERMINE THE AIRPLANE'S PERFORMANCE CAPABILITIES PRIOR TO TAKE OFF AND HE TOOK OFF UP HILL WITH A QUARTERING TAIL WIND.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
2. (C) COMPLACENCY - PILOT IN COMMAND
3. (F) WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
4. (F) PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
5. (F) ROTATION - PREMATURE - PILOT IN COMMAND
6. (C) STALL - ENCOUNTERED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. (C) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 15, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15000 hours (Total, all aircraft), 600 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N185GS
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503970
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 3, 1991 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2076 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	GEORGE H. SIEGEL	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	GEORGE H. SIEGEL	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COLUMBUS , OH (O2G )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ARROW HEAD , OH (NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	BOB TAYLOR; CLEVELAND , OH
<b>Original Publish Date:</b>	April 27, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=36958">https://data.ntsb.gov/Docket?ProjectID=36958</a>

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](#).