



Aviation Investigation Final Report

Location:	St. Helen, Michigan	Accident Number:	CHI01LA304
Date & Time:	September 3, 2001, 13:10 Local	Registration:	N9310S
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted a short and soft field takeoff on runway 18 (2,600 feet by 110 feet, dry/turf). The pilot reported that during the takeoff roll he set full engine power, held the yoke aft, and the airplane lifted off into ground effect. The pilot stated that after the liftoff the airplane settled back to the runway, and at which time he aborted the takeoff. The pilot reported that he reduced the engine power, set the mixture control to idle cutoff, and applied full brake pressure. The pilot stated that he was unable to stop prior to impacting the airport perimeter fence. The aircraft was approximately 75 pounds below the certified maximum gross weight at the time of the accident. The pilot reported no airframe or engine malfunctions or anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper airspeed which resulted in a premature lift-off and subsequent stall/mush. A factor to the accident was the fence.

Findings

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

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND

2. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. STALL/MUSH
4. (F) OBJECT - FENCE

Factual Information

On September 3, 2001, at 1310 eastern daylight time, a Beech C23, N9310S, piloted by a private pilot, sustained substantial damage during an on-ground collision with a fence while executing an aborted takeoff on runway 18 (2,600 feet by 110 feet, dry/turf) at the St. Helen Airport, St. Helen, Michigan. Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 on an instrument flight plan. The pilot and his passenger reported no injuries. The flight was originating at the time of the accident and had the intended destination of Brighton Airport, Brighton, Michigan.

According to the pilot's written statement, he was attempting a short and soft field takeoff at the time of the accident. The pilot reported that during the takeoff roll he set full engine power, held the yoke aft, and the airplane lifted off into ground effect. The pilot stated that after the liftoff the airplane settled back to the runway, and at which time he aborted the takeoff. The pilot reported that he reduced the engine power, set the mixture control to idle cutoff, and applied full brake pressure. The pilot stated that he was unable to stop prior to impacting the airport perimeter fence. The pilot reported no airframe or engine malfunctions or anomalies.

According to an inspector with the Federal Aviation Administration (FAA), the aircraft was approximately 75 pounds below the certified maximum gross weight at the time of the accident.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 29, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 21, 2001
Flight Time:	395 hours (Total, all aircraft), 256 hours (Total, this make and model), 257 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9310S
Model/Series:	C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1633
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2001 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	44.1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	Richard Frederick Strauss	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HTL, 1150 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	268°
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Helen, MI (6Y6)	Type of Flight Plan Filed:	IFR
Destination:	Brighton, MI (45G)	Type of Clearance:	IFR
Departure Time:	13:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	St. Helen Airport 6Y6	Runway Surface Type:	Grass/turf
Airport Elevation:	1198 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft / 110 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:	44.359451,-84.410324(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Don Finney; Federal Aviation Administration- Grand Rapids FSDO; Grand Rapids, MI
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53470

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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](#).