



Aviation Investigation Final Report

Location:	Diamond Point, New York	Accident Number:	GAA17CA307
Date & Time:	May 17, 2017, 17:05 Local	Registration:	N4804F
Aircraft:	Cessna U206	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot reported that, during the takeoff roll, the airplane encountered a wind gust and veered left off the runway centerline. He added that the airplane became airborne but that he did not have "enough time" to avoid a parked helicopter. Subsequently, the left wing impacted the helicopter. He then reduced the engine power, and the airplane landed without further incident.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 5 nautical miles from the accident site reported that, about the time of the accident, the wind was from 230° at 12 knots, gusting to 17 knots. The pilot was departing on runway 22.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the takeoff roll with gusting wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Aircraft - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 19, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 15, 2017
Flight Time:	(Estimated) 5230 hours (Total, all aircraft), 186 hours (Total, this make and model), 5085 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4804F
Model/Series:	U206 A	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-0504
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	April 13, 2017 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2739.9 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-520-A
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGFL,333 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	226°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	32°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Diamond Point, NY (83K)	Type of Flight Plan Filed:	None
Destination:	Diamond Point, NY (83K)	Type of Clearance:	None
Departure Time:	17:02 Local	Type of Airspace:	Class G

Airport Information

Airport:	HARRIS 83K	Runway Surface Type:	Grass/turf
Airport Elevation:	261 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2300 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	43.409999,-73.532501(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	James Scott; FAA; Albany, NY
Original Publish Date:	August 3, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95250

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](#).