



# Aviation Investigation Final Report

<b>Location:</b>	Diamond Point, New York	<b>Accident Number:</b>	GAA17CA307
<b>Date &amp; Time:</b>	May 17, 2017, 17:05 Local	<b>Registration:</b>	N4804F
<b>Aircraft:</b>	Cessna U206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 19, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 15, 2017
<b>Flight Time:</b>	(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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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