

# Notable Departure Mishaps

## CESSNA 310

The pilot departed in near-zero visibility. Shortly after takeoff, the airplane struck a power pole and power lines before impacting terrain. The departure clearance included a right turn to 060 degrees and a climb to 3000 feet. The airplane's interpolated flightpath indicated an approximate 45-degree left turn shortly after takeoff. It was observed flying in a level or slightly nose-up attitude until it impacted power lines and a pole at about 50 feet agl.

The NTSB's probable cause finding: "The pilot's failure [to] follow the standard instrument departure as instructed, and his failure to attain a sufficient altitude to maintain clearance from power lines during takeoff in instrument meteorological conditions."

## CESSNA 310

The pilot of another Cessna 310 departed under a 300-foot overcast with one mile visibility. Witnesses observed the airplane descend out of the clouds and into a house about four miles northwest of the airport.

The NTSB: "The pilot's loss of aircraft control while maneuvering in instrument meteorological conditions, as a result of spatial disorientation."

## CESSNA 182S SKYLANE

The departure clearance called for flying the runway heading of 180 degrees until intercepting a VOR radial about six miles from the airport. Radar data indicate the airplane made a left turn to an easterly heading while gradually climbing to 1000 feet msl. Ground scar analysis, impact signatures and wreckage evidence indicate the airplane impacted terrain in a near-level attitude, with high forward velocity.

The NTSB's probable cause: "The instrument-rated pilot's loss of situational awareness and failure to follow the prescribed instrument departure clearance/procedure, which resulted in an in-flight collision with the terrain."

## CIRRUS SR22

The airplane entered IMC about 30 seconds after takeoff, then turned right for nearly 1½ complete turns. The airplane then climbed 1500 feet over the next 17 seconds, followed by airspeed decreased to 50 knots, an abrupt heading change from the south to the north-northwest, then a descent and another climb. The airplane completed two additional descent and climb oscillations. Maximum pitch angles of 50 degrees nose-up and nose-down, with bank angles of 75 degrees, were recorded during the 4.5-minute flight. The airplane impacted a wooded area about three miles from the departure airport and was destroyed.

Probable cause, according to the NTSB: "The pilot's failure to maintain control of the airplane while operating in instrument meteorological conditions due to spatial disorientation. Contributing to the accident was the pilot's inattention to basic aircraft control while attempting to program the autopilot system."

## BEECHCRAFT KING AIR E90

The departure airport was on a plateau, elevation 331 feet msl, with surrounding terrain lower than the runway. After takeoff, the airplane collided with a telephone line 2500 feet



Cessna 310



Beech King Air E90



Piper Cheyenne

from the departure end of the runway and at 245 feet msl. In the 90 prior days, the pilot had flown 11 hours in actual instrument conditions and logged 20 instrument approaches.

The NTSB: "The pilot's failure to maintain clearance from wires during an instrument takeoff attempt. Contributing to the accident were fog, reduced visibility, and the low ceiling."

## PIPER CHEYENNE

The 2893-hour instrument-rated private pilot, with over 765 hours in the same make and model, lost control during the initial takeoff climb phase while in IMC. The aircraft impacted terrain approximately 1.7 miles northwest of the departure airport. Evidence at the initial point of impact was consistent with a nose-low attitude and a slight right bank.

The NTSB's probable cause: "The pilot's loss of control while in instrument meteorological conditions during initial takeoff climb. Contributing factors were the prevailing clouds and fog."