



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TROY, MI	<b>Accident Number:</b>	CHI98LA090
<b>Date &amp; Time:</b>	02/01/1998, 1215 EST	<b>Registration:</b>	N6327K
<b>Aircraft:</b>	Cessna 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The student pilot said that while landing on runway 27 at Oakland-Troy Airport, he experienced 'turbulence and crosswind.' After touchdown, the airplane drifted to the left and departed the runway. The nose wheel dug into mud, and the airplane nosed over. Examination of the wreckage revealed no anomaly. About 13 miles northwest at Oakland-Pontiac Municipal Airport, the 1145 est wind was reported to be from 200 degrees at 12 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's failure to maintain direction control of the airplane. Factors relating to this accident were: the crosswind, and wet/soft terrain (mud) beside the runway.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - WET
4. (F) TERRAIN CONDITION - SOFT

## Factual Information

On February 1, 1998, at 1215 eastern standard time (est), a Cessna 150M, N6327K, operated by a solo student pilot, sustained substantial damage when landing on runway 27 at Oakland-Troy Airport, Troy Michigan, the airplane departed the runway and subsequently nosed over. Visual meteorological conditions prevailed at the time of the accident. The solo instructional flight was being conducted under 14 CFR Part 91. There was no flight plan on file. The student pilot reported no injuries. The local cross country flight originated at Romeo, Michigan, at 1200 est.

In his written statement, the student pilot said that on landing, he experienced "turbulence and crosswind." On touchdown, the airplane drifted to the left. The nose wheel got stuck in the mud, and the airplane flipped 180 degrees.

A Federal Aviation Administration (FAA) inspector examined the airplane at the accident site. The airplane had departed the runway's left edge approximately halfway down from the approach end, and nosed over. The airplane's right wing was broken at the second rib inboard from the wing tip. The upper and lower skin of the right wing showed heavy wrinkling, especially in the area between the flap hinges. Several wing skin rivets in the area of the right wing fuel tank had popped causing part of the wing skin to come off. The nose gear was bent to the left and aft. The vertical stabilizer and rudder were bent to the right and crushed downward. The airplane's engine was bent downward at the mounts.

The upper engine cowling was bent downward and aft. The spinner was crushed inward. One propeller blade was bent aft approximately 30 degrees. Flight control continuity was confirmed. Examination of the engine, engine controls, brakes and other airplane systems revealed no anomalies.

The aviation routine weather reporting (METAR) station at Oakland-Pontiac Municipal Airport [13 miles northwest of Oakland- Troy Airport] at 1145 est, reported winds 200 magnetic heading at 12 knots.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/13/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6327K
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15077645
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/29/1998, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3817 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	LINDA LEASING COMPANY	Rated Power:	100 hp
Operator:	LINDA LEASING COMPANY	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PTK, 980 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1145 EST	Direction from Accident Site:	311°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / -4° C
Precipitation and Obscuration:			
Departure Point:	ROMEO, MI (D98)	Type of Flight Plan Filed:	None
Destination:	(7D2)	Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Class B

## Airport Information

Airport:	OAKLAND/TROY (7D2)	Runway Surface Type:	Asphalt
Airport Elevation:	729 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3846 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DAVID C BOWLING	<b>Report Date:</b>	05/29/1998
<b>Additional Participating Persons:</b>	CLIFF CARTER; DETROIT, MI		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).