



# National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | MANISTIQUE, MI       | <b>Accident Number:</b> | CHI93LA102  |
| <b>Date &amp; Time:</b> | 03/02/1993, 1655 EST | <b>Registration:</b>    | N8275L      |
| <b>Aircraft:</b>        | CESSNA 172           | <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 REPORTED HE WAS BACK-TAXIING AFTER LANDING. HE ESTIMATED HIS TAXI SPEED AT 15 MPH. HE SAID HE WAS ATTEMPTING TO BRAKE AND TURN OFF THE RUNWAY ONTO THE TAXIWAY WHEN HE LOST DIRECTIONAL CONTROL AND THE AIRPLANE NOSED OVER. HE STATED THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD TAXIED AT A SLOWER SPEED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
AN EXCESSIVE TAXI SPEED.

## Findings

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

### Findings

1. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND  
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Occurrence #2: NOSE OVER  
Phase of Operation: TAXI - FROM LANDING

## Factual Information

### Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Student   | <b>Age:</b>                              | 35, Male   |
| <b>Airplane Rating(s):</b>       | None  | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt   |
| <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--w/<br>waivers/lim.   | <b>Last FAA Medical Exam:</b>            | 12/11/1992 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 15 hours (Total, all aircraft), 15 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |            |

### Aircraft and Owner/Operator Information

|                                      |   |   |                 |
|--------------------------------------|---|---|-----------------|
| <b>Aircraft Make:</b>                | CESSNA  | <b>Registration:</b>                      | N8275L          |
| <b>Model/Series:</b>                 | 172 172   | <b>Aircraft Category:</b>                 | Airplane        |
| <b>Year of Manufacture:</b>          |   | <b>Amateur Built:</b>                     | No              |
| <b>Airworthiness Certificate:</b>    | Normal; Utility   | <b>Serial Number:</b>                     | 17256475        |
| <b>Landing Gear Type:</b>            | Tricycle  | <b>Seats:</b>                             | 4               |
| <b>Date/Type of Last Inspection:</b> | 01/11/1993, Annual  | <b>Certified Max Gross Wt.:</b>           | 2300 lbs        |
| <b>Time Since Last Inspection:</b>   | 54 Hours  | <b>Engines:</b>                           | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2297 Hours  | <b>Engine Manufacturer:</b>               | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, activated, did not<br>aid in locating accident | <b>Engine Model/Series:</b>               | O-300-D         |
| <b>Registered Owner:</b>             | ANDERSON, DAVID PAUL                                      | <b>Rated Power:</b>                       | 145 hp          |
| <b>Operator:</b>                     | ANDERSON, DAVID PAUL                                      | <b>Operating Certificate(s)<br/>Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                   |                                      |                  |
|----------------------------------|-------------------|--------------------------------------|------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:                  | Day              |
| Observation Facility, Elevation: | , 0 ft msl        | Distance from Accident Site:         | 0 Nautical Miles |
| Observation Time:                | 0000              | Direction from Accident Site:        | 0°               |
| Lowest Cloud Condition:          | Clear / 0 ft agl  | Visibility                           | 15 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl   | Visibility (RVR):                    | 0 ft             |
| Wind Speed/Gusts:                | /                 | Turbulence Type Forecast/Actual:     | /                |
| Wind Direction:                  | 360°              | Turbulence Severity Forecast/Actual: | /                |
| Altimeter Setting:               |                   | Temperature/Dew Point:               | 6° C             |
| Precipitation and Obscuration:   |                   |                                      |                  |
| Departure Point:                 | (ISQ)             | Type of Flight Plan Filed:           | None             |
| Destination:                     |                   | Type of Clearance:                   | None             |
| Departure Time:                  | 1635 EST          | Type of Airspace:                    | Class E          |

## Airport Information

|                      |                          |                           |                            |
|----------------------|--------------------------|---------------------------|----------------------------|
| Airport:             | SCHOOLCRAFT COUNTY (ISQ) | Runway Surface Type:      | Asphalt                    |
| Airport Elevation:   | 685 ft                   | Runway Surface Condition: | Dry                        |
| Runway Used:         | 19                       | IFR Approach:             | None                       |
| Runway Length/Width: | 2500 ft / 50 ft          | VFR Approach/Landing:     | Full Stop; Traffic Pattern |

## Wreckage and Impact Information

|                     |        |                      |             |
|---------------------|--------|----------------------|-------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial |
| Passenger Injuries: | N/A    | Aircraft Fire:       | None        |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None        |
| Total Injuries:     | 1 None | Latitude, Longitude: |             |

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | JAMES D LA BELLE   | Report Date: | 10/25/1993 |
| Additional Participating Persons: | DANIEL CARIS; GRAND RAPIDS, MI   |              |            |
| Publish Date:                     |  |              |            |
| Investigation Docket:             | 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](#).