



National Transportation Safety Board Aviation Accident Final Report

Location:	HOWELL, MI	Accident Number:	CHI92LA087
Date & Time:	02/02/1992, 1345 EST	Registration:	N432W
Aircraft:	CESSNA 170	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHILE LANDING ON RUNWAY 31 WITH A CROSSWIND FROM 240 DEGREES IN EXCESS OF 12 KNOTS. THE AIRPLANE DEPARTED THE LEFT SIDE OF THE RUNWAY AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DIRECTIONAL CONTROL WAS NOT MAINTAINED BY THE PILOT. A FACTOR RELATED TO THE ACCIDENT WAS: A CROSS WIND.

Findings

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

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

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/17/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	164 hours (Total, all aircraft), 42 hours (Total, this make and model), 123 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N432W
Model/Series:	170 170	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	21912
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	03/14/1991, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	38 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3577 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-145-2
Registered Owner:		Rated Power:	145 hp
Operator:	BENNETT, DAVID S	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAN, 860 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1350 EST	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	COLDWATER, MI (D96)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	

Airport Information

Airport:	LIVINGSTON COUNTY (3HE)	Runway Surface Type:	Macadam
Airport Elevation:	961 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4300 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	John Hruban	Report Date:	08/13/1993
Additional Participating Persons:	ROBERT GREEN; BELLEVILLE, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).