



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRAYLING, MI	<b>Accident Number:</b>	CHI92FA228
<b>Date &amp; Time:</b>	08/01/1992, 2305 EDT	<b>Registration:</b>	N8183L
<b>Aircraft:</b>	CESSNA 172H	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE NON-INSTRUMENT RATED PILOT INTENDED A DAYTIME CROSS COUNTRY FLIGHT. THE PASSENGER ARRIVED LATE, AND THE AIRPLANE DEPARTED AFTER SUNSET. NO RECORD OF A WEATHER BRIEF WAS FOUND. TWO HOURS AFTER TAKEOFF, THE FLIGHT ENENTERED AN AREA OF THUNDERSHOWERS AND HEAVY RAIN. RESIDENTS NEAR THE CRASH SITE HEARD THE LOUD ENGINE NOISE OF AN AIRPLANE PASSING LOW OVERHEAD. THE AIRPLANE COLLIDED WITH TREES WHILE HEADING AWAY FROM ITS DESTINATION IN A SHALLOW DESCENT, WITH 40 DEGREES RIGHT BANK.

## 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 AIRCRAFT CONTROL.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - THUNDERSTORM
3. (F) WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<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>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/28/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	537 hours (Total, all aircraft), 477 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8183L
<b>Model/Series:</b>	172H 172H	<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>	17256383
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/02/1992, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	172 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3173 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	KEVIN KENNEDY & 3 PARTNERS	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	SAFETY FLYING CLUB, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TVC, 624 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	2248 EDT	Direction from Accident Site:	275°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 17° C
Precipitation and Obscuration:			
Departure Point:	PLYMOUTH, MI (1D2)	Type of Flight Plan Filed:	None
Destination:	MANISTIQUE, MI (ISQ)	Type of Clearance:	None
Departure Time:	2100 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	GRAYLING AAF (55D)	Runway Surface Type:	Asphalt
Airport Elevation:	1158 ft	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Valley/Terrain Following

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	J R VALLASTER	Report Date:	06/30/1993
Additional Participating Persons:	JOHN A MILLER; GRAND RAPIDS, MI WOODWARD BEST; 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](#).