



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CADILLAC, MI	<b>Accident Number:</b>	CHI91LA238
<b>Date &amp; Time:</b>	08/01/1991, 1500 EDT	<b>Registration:</b>	N76535
<b>Aircraft:</b>	CESSNA 140	<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 AFTER THREE GO AROUNDS, SHE ATTEMPTED A LANDING ON THE SOD STRIP. THE AIRCRAFT ROLLED A SHORT DISTANCE THEN NOSED OVER. THE LANDING WAS ATTEMPTED IN A 90 DEGREE CROSSWIND OF 13 KNOTS GUSTING TO 20 KNOTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER COMPENSATION FOR WIND CONDITIONS RESULTING IN AIRCRAFT CONTROL NOT BEING MAINTAINED. FACTORS RELATED TO THE ACCIDENT WERE A GUSTY CROSSWIND CONDITION AND LACK OF TOTAL EXPERIENCE BY THE PILOT.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	20, Female
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/12/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	26 hours (Total, all aircraft), 26 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 26 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>	N76535
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	10971
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/01/1991, Unknown	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2036 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>		<b>Rated Power:</b>	85 hp
<b>Operator:</b>	BRUCE J. BARLOND	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CAD, 1 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1452 EDT	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MARSHALL, MI (5D8)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	CADILLAC (CAD)	Runway Surface Type:	Grass/turf
Airport Elevation:	1307 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2005 ft / 150 ft	VFR Approach/Landing:	Full Stop

## 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):	John Hruban	Report Date:	12/04/1992
Additional Participating Persons:	WILLIAM BEST		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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](#).