



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Troy, MI	<b>Accident Number:</b>	CHI01LA081
<b>Date &amp; Time:</b>	02/03/2001, 1110 EST	<b>Registration:</b>	N369ER
<b>Aircraft:</b>	Cessna 172RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane veered into a snowbank after touching down on the runway at approximately 27 knots above the stall speed with an 8 knot crosswind component. The pilot stated that he probably had too much left aileron and not enough right rudder to keep centered on landing rollout.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the excessive touchdown airspeed and the directional control not maintained by the pilot. The snow bank was a contributing factor.

## Findings

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

### Findings

1. (C) TERRAIN CONDITION - SNOWBANK
  2. (C) AIRSPEED(VSO) - EXCESSIVE - PILOT IN COMMAND
  3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

## Factual Information

On February 3, 2001, at 1110 eastern standard time, a Cessna 172RG, N369ER, owned and piloted by a private pilot, was substantially damaged during a loss of directional control while landing on runway 27 (3,550 feet by 60 feet, asphalt) at the Oakland/Troy Airport (7D2), Troy, Michigan. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personnel flight was not operating on a flight plan. The pilot reported no injuries. The local flight originated from the Ann Arbor Municipal Airport, Ann Arbor, Michigan at 1050.

The pilot reported, "...At 7D2, I was on a normal 1 1/2 - 2 mile final approach for Rwy 27 with a 10 kt x-wind out of 210 degrees (approx). Full flaps (30 degrees) were deployed and I touched down near threshold on runway centerline at about 65-70 knots. I was holding left aileron and attempting to track rwy centerline with right rudder. A few seconds after touchdown I found myself drifting to the left and left main gear wheel entered and became entrapped in adjacent 12-15 inch snowbank. This caused the aircraft to veer counterclockwise to the left as in a ground loop and the nose entered and impacted the frozen snowbank bringing the engine/propeller to a sudden stop. Final attitude was about 20 degrees nose down. I probably had too much left aileron and not enough right rudder to keep centered on landing rollout or did not compensate for changing wind conditions fast enough. There may have been some light gusts or wind shear due to adjacent structures. In any event, not enough concentration".

The Oakland County Airport automated surface observing system, located approximately 13 nm on a 305 degree heading from 7D2 record at 1053, wind 216 degrees at 8 knots.

The pilot reported a total flight time of 136 hours of which 53 were in the make and model of the accident airplane. He had flown 33 hours in the previous 90 days.

Advisory Circular 61-21A, Flight Training Handbook, states, "...The roundout and touchdown should be made with the engine idling, and the airplane at minimum controllable airspeed, so that the airplane will touchdown on the main gear at approximately stalling speed..."

The Cessna 172RG stall speed at maximum gross weight with the landing gear and flaps extended is 39 KIAS with a most rearward center of gravity (CG) and 42 KIAS with a most forward CG.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, 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, 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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/30/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/09/2000
<b>Flight Time:</b>	136 hours (Total, all aircraft), 53 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N369ER
<b>Model/Series:</b>	172RG	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	172RG0062
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/18/2000, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	51 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1761 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-F1A6
<b>Registered Owner:</b>	Paul N. Blumberg	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	Paul N. Blumberg	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	N/A	<b>Operator Designator Code:</b>	N/A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PTK, 971 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1053 EST	Direction from Accident Site:	305°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	216°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	-8° C / -14° C
Precipitation and Obscuration:			
Departure Point:	ANN ARBOR, MI (ARB)	Type of Flight Plan Filed:	None
Destination:	Troy, MI (7D2)	Type of Clearance:	Unknown
Departure Time:	1050 EST	Type of Airspace:	Class G

## Airport Information

Airport:	Oakland/Troy Airport (7D2)	Runway Surface Type:	Asphalt
Airport Elevation:	737 ft	Runway Surface Condition:	Unknown
Runway Used:	27	IFR Approach:	Unknown
Runway Length/Width:	3550 ft / 60 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):	Mitchell F Gallo	Report Date:	08/21/2001
Additional Participating Persons:	Roland C Standirng; Federal Aviation Administration; 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 <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](#).