



National Transportation Safety Board Aviation Accident Final Report

Location:	Lake Leelanau, MI	Accident Number:	CHI02LA057
Date & Time:	01/03/2002, 1600 EST	Registration:	N302AC
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The airplane flipped over as its ski equipped landing gear dug into a snow covered runway during touchdown. The pilot reported that there were no mechanical problems with the airplane and that the accident could have been prevented by being more cautious when landing on unfrozen earth and wet snow.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper planning/decision in runway selection. The soft runway condition and wet snow were contributing factors.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - SNOW
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SOFT

Factual Information

On January 3, 2002, at 1600 eastern standard time, an Aeronca 11AC, N302AC, owned and piloted by a private pilot, was substantially damaged during touchdown on runway 18 (1,800 feet by 300 feet, snow) at a private airstrip called Krieger's Farm Strip located near Lake Leelanau, Michigan. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot reported no injuries. The local flight originated from Krieger's Farm Strip at 1430.

The pilot reported that the ski equipped airplane flipped over when its right ski dug into the dirt upon touchdown on the 8-inch soft snow covered runway. He added that there were no mechanical problems with the airplane.

The pilot reported that the accident could have been prevented by "[being] more cautious when on skis and earth is not frozen and snow is not hard because of warm temperatures."

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/27/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/15/2000
Flight Time:	828 hours (Total, all aircraft), 671 hours (Total, this make and model), 762 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N302AC
Model/Series:	11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	11AC-302
Landing Gear Type:	Ski	Seats:	2
Date/Type of Last Inspection:	09/01/2001, Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1856.8 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C1
Registered Owner:	Robert R. Martinson	Rated Power:	108 hp
Operator:	Robert R. Martinson	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TVC, 624 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1553 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Few / 2700 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	-4° C / -9° C
Precipitation and Obscuration:			
Departure Point:	Lake Leelanau, MI (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	1430 EST	Type of Airspace:	

Airport Information

Airport:	Krieger's Farm Strip (PVT)	Runway Surface Type:	Snow
Airport Elevation:		Runway Surface Condition:	Snow--wet
Runway Used:	18	IFR Approach:	
Runway Length/Width:	1800 ft / 300 ft	VFR Approach/Landing:	

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:	08/28/2002
Additional Participating Persons:	Donald W Finney; Federal Aviation Administration; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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](#).