



National Transportation Safety Board Aviation Accident Final Report

Location:	New Hudson, MI	Accident Number:	CHI03LA076
Date & Time:	03/01/2003, 1810 EST	Registration:	N123JL
Aircraft:	Cessna T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage when it impacted terrain while on approach to land. The pilot stated that he was a little high on final approach, so he reduced the throttle and lowered the nose. He reported that when the airplane was 200 to 300 feet from the end of the runway, at a ground speed of 83 knots, the nose of the airplane veered to the left. The pilot reported he was unable to realign the nose of the airplane using the rudder, and then the left wing stalled. He reported he was able to get the wings almost level prior to the airplane impacting ground. The airplane came to rest approximately 50 to 70 feet south of the runway, and 50 to 60 feet prior to the approach end of the runway. Examination of the airplane showed control surface continuity.

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 which resulted in the airplane stalling while on final approach.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT SUCCESSFUL - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GRASS

Factual Information

On March 1, 2003, at 1810 eastern standard time, a Cessna T210L, N123JL, impacted terrain following a loss of control while on final approach to runway 25 at the Oakland Southwest Airport (Y47), New Hudson, Michigan. The private pilot received minor injuries. The airplane was substantially damaged. The 14 CFR Part 91 flight was operating in visual meteorological conditions. An IFR flight plan was filed, but was cancelled prior to the accident. The flight originated from Traverse City, Michigan, at 1645.

The pilot reported that he flew the VOR-A approach, which brought him right over the airport. He cancelled his IFR flight plan and circled to land on runway 25. He stated that he had a crosswind from the left, but the winds were light. The pilot stated that he was a little high on final approach, so he reduced the throttle and lowered the nose. He reported that when the airplane was 200 to 300 feet from the end of the runway, at a ground speed of 83 knots, the nose of the airplane veered to the left. The pilot reported he was unable to realign the nose of the airplane using the rudder, and then the left wing stalled. He reported he was able to get the wings almost level prior to the airplane impacting ground. The airplane came to rest approximately 50 to 70 feet south of the runway, and 50 to 60 feet prior to the approach end of the runway.

A Federal Aviation Administration airworthiness inspector conducted an on-scene examination of the airplane. The examination showed control surface continuity.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/09/2001
Occupational Pilot:		Last Flight Review or Equivalent:	10/27/2002
Flight Time:	1025 hours (Total, all aircraft), 478 hours (Total, this make and model), 975 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N123JL
Model/Series:	T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21059629
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/04/2002, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	66 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3654 Hours at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-H7B
Registered Owner:	Oakpointe Flyers LLC	Rated Power:	300 hp
Operator:	Charles J. Hass	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	YIP, 716 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1745 EST	Direction from Accident Site:	167°
Lowest Cloud Condition:	Few / 1300 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	-1° C / -2° C
Precipitation and Obscuration:			
Departure Point:	Traverse City, MI (TVC)	Type of Flight Plan Filed:	IFR
Destination:	New Hudson, MI (Y47)	Type of Clearance:	IFR
Departure Time:	1645 EST	Type of Airspace:	Class E

Airport Information

Airport:	Oakland Southwest Airport (Y47)	Runway Surface Type:	Asphalt
Airport Elevation:	926 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	Circling; VOR
Runway Length/Width:	3128 ft / 40 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.503056, -83.623611

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	11/25/2003
Additional Participating Persons:	Carol M Read; FAA- Detroit FSDO; 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.ntsbt.gov/pubdms/ .		

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