



National Transportation Safety Board Aviation Accident Final Report

Location:	Roscommon, MI	Accident Number:	CHI03LA194
Date & Time:	07/01/2003, 2002 EDT	Registration:	N172DE
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane nosed over while landing on water. The pilot reported the pontoon of the airplane hit a wave or a wake while landing. The pilot noted the airplane bounced and came to rest inverted.

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 during a water landing. A factor contributing to the accident was the rough water.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - WATER,ROUGH

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

On July 1, 2003, at 2002 eastern daylight time, a Cessna 172M, N172DE, piloted by a private pilot, sustained substantial damage when it nosed over while landing on Higgins Lake, Roscommon, Michigan. Visual meteorological conditions prevailed at the time of the accident. The pilot reported minor injuries. The 14 CFR Part 91 personal flight was not operating on a flight plan. The flight originated from Higgins Lake at 1940 with an intended destination of Fife Lake, Michigan.

The pilot reported he performed a normal approach and touchdown to the lake. The pilot noted the pontoon of the airplane hit a wave or a wake while landing. The pilot stated the airplane bounced and came to rest inverted.

The pilot reported no mechanical functions or defects with the airplane during the accident flight.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	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:	09/27/2001
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2001
Flight Time:	466 hours (Total, all aircraft), 434 hours (Total, this make and model), 397 hours (Pilot In Command, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N172DE
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17265200
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	06/01/2003, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	Air Lakewood LTD	Rated Power:	150 hp
Operator:	Air Lakewood LTD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HTL, 1150 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1955 EDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	26° C / 14° C
Precipitation and Obscuration:			
Departure Point:	Roscommon, MI	Type of Flight Plan Filed:	None
Destination:	Fife Lake, MI	Type of Clearance:	None
Departure Time:	1940 EDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	1150 ft	Runway Surface Condition:	Water--choppy
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	44.485000, -84.711944

Administrative Information

Investigator In Charge (IIC):	Jim Silliman	Report Date:	03/02/2004
Additional Participating Persons:	Frank Schaefer; FAA-Grand Rapids FSDO; 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](#).