



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Roscommon, MI	<b>Accident Number:</b>	CHI03LA194
<b>Date &amp; Time:</b>	07/01/2003, 2002 EDT	<b>Registration:</b>	N172DE
<b>Aircraft:</b>	Cessna 172M	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N172DE
<b>Model/Series:</b>	172M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Air Lakewood LTD	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HTL, 1150 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 330°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Roscommon, MI	<b>Destination:</b>	Fife Lake, MI

## Airport Information

<b>Airport:</b>	<b>Runway Surface Type:</b>	Water
<b>Runway Used:</b>	<b>Runway Surface Condition:</b>	Water--choppy
<b>Runway Length/Width:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	44.485000, -84.711944		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jim Silliman	<b>Adopted Date:</b>	03/02/2004
<b>Investigation Docket:</b>	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.