



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Kalamazoo, MI	<b>Accident Number:</b>	CHI04LA097
<b>Date &amp; Time:</b>	04/02/2004, 0909 EST	<b>Registration:</b>	N986AV
<b>Aircraft:</b>	Cessna 172R	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The airplane, operated by a university aviation training program as a student solo instructional flight, veered off runway 05 during landing. The flight was the student pilot's second solo flight at which time he had accumulated a total flight time of 28 hours. The university placed a maximum crosswind limitation of 5 knots for the student pilot's solo flight. Visual meteorological conditions prevailed with winds from 340 degrees at 13 knots at the time of the accident. The student pilot performed eight takeoff and landings on runway 35 when the tower air traffic controller instructed the student pilot to change to runway 05. The student pilot complied with the instruction and landed on runway 05 using a 30-degree flap setting. The airplane information manual states that in strong crosswinds a minimum flap setting required for field length should be used. Federal Aviation Order states that air traffic control (ATC) is to use the runway most nearly aligned with the wind when the wind is 5 knots or more. There was no runway in use program in effect for the accident runway. The order notes that if a pilot prefers to use a runway different from the one specified, the pilot is expected to advise ATC. The student pilot did not advise ATC of his preference of runway use.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The air traffic control procedures/directives not followed by tower air traffic controller, the inadequate compensation for wind conditions by the student pilot during landing, the lack of total experience by the student pilot, and the recommended crosswind flap setting not followed by the student pilot. The crosswind conditions were a contributing factor.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PROCEDURES/DIRECTIVES - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

5. OBJECT - RUNWAY LIGHT

## Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N986AV
<b>Model/Series:</b>	172R	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Western Michigan University	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-L2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AZO, 892 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	13 knots / , 340°
<b>Temperature:</b>	6°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Kalamazoo, MI (AZO)	<b>Destination:</b>	(AZO)

## Airport Information

<b>Airport:</b>	KALAMAZOO/BATTLE CREEK INTERNA (AZO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	05	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	3436 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	42.234722, -85.551944		

## Administrative Information

Investigator In Charge (IIC): Mitchell F Gallo

Adopted Date: 02/28/2006

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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