



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Barton City, MI	<b>Accident Number:</b>	CHI07CA001
<b>Date &amp; Time:</b>	10/01/2006, 1040 EDT	<b>Registration:</b>	N64257
<b>Aircraft:</b>	Cessna 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The airplane was substantially damaged when it overran the end of the runway on landing. The pilot reported that the intended destination was a private airstrip with an east-west oriented runway about 1,200 feet long, and a north-south oriented runway about 2,000 feet long. The pilot stated that when he overflew the windsock before landing, it appeared that winds were about 10 knots directly out of the north. He set up for a landing to the east; however, he "landed long" and subsequently "ran out of runway." The airplane encountered a rock pile located off the end of the runway. The pilot reported that upon exiting the airplane after the accident, he noticed that the wind was variable and appeared to have shifted. He commented that the wind might have gotten behind him on landing. Winds recorded at the Oscoda-Wurtsmith Airport (OSC), located about 16 nautical miles southeast of the accident site, at 1058, were from 280 degrees at 11 knots, gusting to 16 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain a proper touchdown point and his inadvertent selection of a downwind runway, which resulted in the overrun. A contributing factor was the tailwind encountered during landing. Additional factors were the wet, turf runway, and the rock pile located off the end of the runway.

## Findings

---

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) TERRAIN CONDITION - WET
5. (F) TERRAIN CONDITION - GRASS

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

6. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/1998
<b>Flight Time:</b>	1700 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N64257
<b>Model/Series:</b>	180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	180-52887
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	11/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1136.2 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSC, 634 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1058 EDT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	13° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pontiac, MI (PTK)	Type of Flight Plan Filed:	None
Destination:	Barton City, MI (PVT)	Type of Clearance:	Traffic Advisory; VFR Flight Following
Departure Time:	0930 EDT	Type of Airspace:	

## Airport Information

Airport:	Private (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1200 ft / 125 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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:	44.792500, -83.833333

## Administrative Information

Investigator In Charge (IIC):	Tim Sorensen	Report Date:	01/31/2007
Additional Participating Persons:	John Golda; FAA-Grand Rapids FSDO; Grand Rapids, MI		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <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.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).