



# National Transportation Safety Board Aviation Accident Data Summary

<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>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

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
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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 Manufacturer:</b>	Cessna	<b>Registration:</b>	N64257
<b>Model/Series:</b>	180K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-470-U
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	OSC, 634 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	11 knots/ 16 knots, 280°
<b>Temperature:</b>	13°C / 7°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pontiac, MI (PTK)	<b>Destination:</b>	Barton City, MI (PVT)

## Airport Information

<b>Airport:</b>	Private (PVT)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	9	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	1200 ft / 125 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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Tim Sorensen	<b>Adopted Date:</b>	01/31/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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