



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Battle Creek, MI	<b>Accident Number:</b>	CHI07FA016
<b>Date &amp; Time:</b>	11/02/2006, 1354 EST	<b>Registration:</b>	N9408B
<b>Aircraft:</b>	Cessna 175	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Air traffic controllers received an emergency radio call from a person representing the airplane. The pilot responded that oil was on the airplane's windshield and that oil pressure was zero. The airplane was given a heading to divert to the closest airport. The pilot was asked if he could maintain altitude and he responded "no." The pilot advised that he was going to land in a field. Air traffic controllers alerted crash, fire, and rescue personnel of the airplane's location. The airplane was found near the top of a crest in rolling pastureland about eight miles northeast of the diversion airport. The empennage was streaked with a liquid consistent with oil. The windshield was broken and pieces of it were coated with a liquid consistent with oil. An on-scene examination of the wreckage revealed no airframe pre-impact anomalies. The top right side of the engine, aft facing forward, was coated with a liquid consistent with oil. The engine case and cylinders showed no pre-impact anomalies that would have precluded engine operation. The top of the separated reduction gear case was coated with a liquid consistent with oil. Disassembly showed that the upper right section of the nose seal assembly, which sealed against the reduction gear case, exhibited an area coated with a liquid consistent with oil. The remainder of the seal was intact and was not coated with liquid. The airplane did not have shoulder harnesses installed and was not required to have them installed. Advisory Circular 91-65, Use of Shoulder Harness in Passenger Seats, in part, stated, "The [National Transportation Safety Board] concluded that shoulder harness use is the most effective way of reducing fatalities and serious injuries in general aviation accidents."

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power while in cruise flight due to an oil leak from the nose seal of the reduction gear case. Contributing to the accident were the oil leak, the pilot's reduced visibility out the windscreen, and rising terrain.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE

### Findings

- (C) LUBRICATING SYSTEM,OIL SEAL - LEAK
- (F) FLUID,OIL - LEAK

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. (F) TERRAIN CONDITION - RISING

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1500 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9408B
<b>Model/Series:</b>	175	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Peter C. Fay	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	GO-300-D
<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>	BTL, 952 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 4700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	16 knots / , 260°
<b>Temperature:</b>	-1° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BAD AXE, MI (BAX)	<b>Destination:</b>	Chicago, IL

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<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>	42.413889, -85.127222		

## Administrative Information

**Investigator In Charge (IIC):** Edward F Malinowski

**Adopted Date:** 04/30/2008

**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/>.

---

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.