



Aviation Investigation Final Report

Location:	BOYNE FALLS, Michigan	Accident Number:	CHI95LA321
Date & Time:	September 13, 1995, 17:00 Local	Registration:	N76919
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the airplane ballooned on touchdown. He stated he added power and the airplane touched down a second time. After the second touchdown, a 'thump noise' was heard followed by the airplane veering off the right side of the runway. Inspection of the airplane revealed a sideload failure of the landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control of the airplane during the landing, which resulted in an inadvertent ground swerve.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On September 13, 1995, at 1700 eastern standard time, a Cessna 140, N76919, experienced a loss of control, landing gear collapse and collision with the runway while landing at the Boyne Mountain Airport, Boyne Falls, Michigan. The private pilot was operating the airplane on a personal 14 CFR Part 91 flight at the time of the accident. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged and the pilot was not injured. The flight originated from Mackinac County Airport, on September 13, 1995, at 1625 est.

The pilot reported that upon touchdown the airplane ballooned. He stated he added power and the airplane touched down again. He stated that after the second touchdown, while rolling out, he heard a "thump noise" and the nose of the airplane turned to the right. He stated the airplane traveled off the right side of the runway prior to coming to a stop with the left main gear collapsed.

The Federal Aviation Administration Inspector who inspected the airplane after the accident stated that it appeared the airplane ballooned on landing then touched down sideways which resulted in an a sideload failure of the left main landing gear.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 14, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	540 hours (Total, all aircraft), 220 hours (Total, this make and model), 490 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N76919
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11361
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 15, 1995 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2749 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85
Registered Owner:	ROBERT B. SCHMIDT	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PLN ,720 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	15°
Lowest Cloud Condition:	Scattered / 1200 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MACKINAC CO. , MI (83D)	Type of Flight Plan Filed:	None
Destination:	(BFA)	Type of Clearance:	None
Departure Time:	16:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	BOYNE MOUNTAIN BFA	Runway Surface Type:	Asphalt
Airport Elevation:	719 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5191 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	45.159233,-84.909851(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	ANSON L GRAY; GRAND RAPIDS , MI
Original Publish Date:	March 21, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10031

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