



# Aviation Investigation Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Lansing, Michigan                               | <b>Accident Number:</b> | CHI83LA202  |
| <b>Date &amp; Time:</b>        | May 6, 1983, 13:15 Local                        | <b>Registration:</b>    | N734NX      |
| <b>Aircraft:</b>               | CESSNA P210N                                    | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Executive/Corporate |                         |             |

## Analysis

THE ACFT OVERRAN THE RWY AND SLID ON WET GRASS INTO A DITCH. THE RWY WAS 2432 FT LONG AND THE WIND WAS FROM 180 DEGREES AT 12 KTS GUSTING TO 29 KTS. THE PLT SAID THAT JUST PRIOR TO TOUCHDOWN THE AIRSPEED SEEMED TO INCREASE AND THE ACFT FLOATED FARTHER DOWN THE RWY THAN USUAL. NO ACFT PROBLEMS OR MALFUNCTIONS WERE REPORTED. THE PLT SAID A GO-AROUND WAS NOT POSSIBLE BECAUSE HIS AIRSPEED WAS TOO LOW.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

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Occurrence #2: OVERRUN  
Phase of Operation: LANDING - ROLL  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

- 7. (F) TERRAIN CONDITION - DITCH
- 8. (F) TERRAIN CONDITION - WET

## Factual Information

### Pilot Information

|                                  |   |  |                   |
|----------------------------------|---|--|-------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 26, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land  | <b>Seat Occupied:</b>                    | Left              |
| <b>Other Aircraft Rating(s):</b> |   | <b>Restraint Used:</b>                   |                   |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No                |
| <b>Instructor Rating(s):</b>     | Airplane single-engine  | <b>Toxicology Performed:</b>             | No                |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | September 3, 1982 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> |                   |
| <b>Flight Time:</b>              | 1341 hours (Total, all aircraft), 43 hours (Total, this make and model), 1054 hours (Pilot In Command, all aircraft), 129 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |                   |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                 | <b>Registration:</b>                  | N734NX          |
| <b>Model/Series:</b>                 | P210N P210N            | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                 | <b>Serial Number:</b>                 | P210-00608      |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> | April 1, 1983 Annual   | <b>Certified Max Gross Wt.:</b>       | 4000 lbs        |
| <b>Time Since Last Inspection:</b>   |                        | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 280 Hrs                | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, activated   | <b>Engine Model/Series:</b>           | TSIO-520-P      |
| <b>Registered Owner:</b>             | RAYMOND C. KNITTLE     | <b>Rated Power:</b>                   | 310 Horsepower  |
| <b>Operator:</b>                     |                        | <b>Operating Certificate(s) Held:</b> |                 |
| <b>Operator Does Business As:</b>    |                        | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | DPA ,757 ft msl                  | <b>Distance from Accident Site:</b>         | 45 Nautical Miles |
| <b>Observation Time:</b>                | 12:50 Local                      | <b>Direction from Accident Site:</b>        | 310°              |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 15 miles          |
| <b>Lowest Ceiling:</b>                  | Broken / 9000 ft AGL             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 12 knots / 29 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 180°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 29 inches Hg                     | <b>Temperature/Dew Point:</b>               | 20°C / 11°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | MATTOON , IL (MTO )              | <b>Type of Flight Plan Filed:</b>           | IFR               |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | IFR               |
| <b>Departure Time:</b>                  | 12:00 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                  |                                  |           |
|-----------------------------|------------------|----------------------------------|-----------|
| <b>Airport:</b>             | LANSING MUNI 3HA | <b>Runway Surface Type:</b>      | Asphalt   |
| <b>Airport Elevation:</b>   | 614 ft msl       | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 9                | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 2432 ft / 75 ft  | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 42.775155,-84.590464(est) |

## Administrative Information

**Investigator In Charge (IIC):** Dinwiddie, Carl

**Additional Participating Persons:**

**Original Publish Date:** June 13, 2023

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=12165>

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