



Aviation Investigation Final Report

Location:	NEW HUDSON, Michigan	Accident Number:	CHI99LA031
Date & Time:	November 9, 1998, 12:15 Local	Registration:	N2655S
Aircraft:	Cessna 337C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

On touchdown the airplane bounced. The instructor pilot said that he then attempted to abort the landing by adding full power. The airplane departed controlled flight, turned to the left until the left wing impacted the terrain, followed by the nose of the airplane. The instructor pilot said that it was possible that the landing gear doors may not have closed after the landing gear extended. After the accident the landing gear doors were extended. The pilot said that there had been problems with the operation of the doors twice since the last inspection and had received maintenance.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the instructor pilot's not maintaining control of the airplane. A factor was the landing gear doors extended.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND(CFI)
2. (F) DOOR, LANDING GEAR - EXTENDED
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On November 9, 1998, at 1215 eastern standard time, a Cessna 337C, N2655S, operated by a private rated student and a commercial rated instructor pilot, sustained substantial damage during a hard landing on runway 7 (3,128' X 40' dry/asphalt), near New Hudson, Michigan. The student received serious injuries, while the instructor reported no injuries. The 14 CFR Part 91 instructional flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed Brighton, Michigan, about 1200.

In his written statement, the instructor pilot said that on initial touchdown the airplane bounced, at which time full power was applied in an attempt to abort the landing. He said the airplane began turning left until the left wing impacted the terrain followed by the fuselage. He did not indicate any power interruption. He said that it is possible that the landing gear doors may not have closed after the gear extended because they were extended after the accident. He said that there had been problems with the operation of the doors two times since the last inspection and had received maintenance.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 27, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3872 hours (Total, all aircraft), 691 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2655S
Model/Series:	337C 337C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-0955
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	3 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C
Registered Owner:	SKY MASTERS FLYING CLUB, INC.	Rated Power:	210 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BRIGHTON , MI (45G)	Type of Flight Plan Filed:	None
Destination:	(Y47)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NEW HUDSON Y47	Runway Surface Type:	Asphalt
Airport Elevation:	926 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3128 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	42.50061,-83.609375(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	GERALD L BUIT; BELLEVILLE , MI
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45340

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