



Aviation Investigation Final Report

Location:	UNKNOWN, Michigan	Accident Number:	CHI00FAMS1
Date & Time:	November 12, 1999, Local	Registration:	N6533E
Aircraft:	Cessna 175	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The aircraft was listed missing on November 13, 1999, and was never located.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

HISTORY OF FLIGHT

On November 12, 1999, at 2015 eastern standard time (est), a Cessna 175, N6533E, piloted by a private pilot, was reported missing by a representative of the pilot's family. The personal flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot has been presumed to be fatally injured. The flight departed Iron County Airport, Crystal Falls, Michigan, at 1515 est and had the intended destination of Cherry Capital Airport, Traverse City, Michigan.

According to the pilot's relatives, the pilot's typical route of flight was to fly to Cherry Capital Airport, Traverse City, Michigan, refuel the airplane, and continue to his final destination of Oakland/Troy Airport, Troy, Michigan. There were no reports of the aircraft arriving and/or departing from Cherry Capital Airport and Oakland/Troy Airport.

PERSONNEL INFORMATION

According to Federal Aviation Administration (FAA) records, the pilot was a holder of a private pilot certificate with an airplane single engine land rating. FAA records indicated that the pilot received a pilot medical examination on March 19, 1999, and was issued a third class medical certificate with the limitation, "Shall have available glasses for near vision". At the time of the pilot's last medical examination, the pilot reported a total flight time of 1,500 hours, and 35 hours were flown during the last six months.

AIRCRAFT INFORMATION

The aircraft was a Cessna 175, N6533E, serial number 56033. The Cessna 175 is a production built, single strutted high-wing, all-metal constructed airplane. The Cessna 175 has a fixed tricycle landing gear and can accommodate a pilot and three passengers.

According to FAA records, the FAA issued a Standard Airworthiness Certificate for the airplane on April 23, 1959. The airplane was registered to the pilot on July 15, 1996.

METEOROLOGICAL INFORMATION

Weather stations that were in proximity to the proposed route of flight reported the following meteorological conditions:

Ford Airport (Iron Mountain, Michigan)

Observation Time: 1454 est Wind: 290-degrees
at 6 knots Visibility: 10 statute miles Sky Condition:
Sky Clear Temperature: 10-degrees centigrade Dew Point
Temperature: 3-degrees centigrade Pressure: 30.05 inches of
mercury

Delta County Airport (Escanaba, Michigan)

Observation Time: 1555 est Wind: 170-degrees
at 7 knots Visibility: 10 statute miles Sky Condition:
Sky Clear Temperature: 8-degrees centigrade Dew Point
Temperature: 4-degrees centigrade Pressure: 30.07 inches of
mercury

Menominee-Marinette Twin County Airport (Menominee, Michigan)

Observation Time: 1555 est Wind: 250-degrees
at 4 knots Visibility: 8 statute miles Sky Condition:
Sky Clear Temperature: 10-degrees centigrade Dew Point
Temperature: 3-degrees centigrade Pressure: 30.08 inches of
mercury

Cherry Capital Airport (Traverse City, Michigan)

Observation Time: 1653 est Wind: 290-degrees
at 4 knots Visibility: 3 statute miles with mist Sky Condition:
1,000 feet above ground level (agl) overcast Temperature: 7-
degrees centigrade Dew Point Temperature: 5-degrees centigrade Pressure:
30.08 inches of mercury

Antrim County Airport (Bellaire, Michigan)

Observation Time: 1655 est Wind: 290-degrees
at 3 knots Visibility: 5 statute miles with haze Sky Condition:
1,400 feet agl overcast Temperature: 6-degrees centigrade Dew
Point Temperature: 3-degrees centigrade Pressure: 30.08 inches
of mercury

Otsego County Airport (Gaylord, Michigan)

Observation Time: 1653 est Wind: 280-degrees
at 8 knots Visibility: 5 statute miles with mist Sky Condition:
700 feet agl overcast Temperature: 5-degrees centigrade Dew
Point Temperature: 3-degrees centigrade Pressure: 30.07 inches

of mercury

Manistee County-Blacker Airport (Manistee, Michigan)

Observation Time:	1655 est	Wind:	260-degrees
at 5 knots	Visibility:	3 statute miles	Sky Condition:
700 feet agl	overcast	Temperature:	7-degrees centigrade
Point Temperature:	4-degrees centigrade	Pressure:	30.07 inches
of mercury			

COMMUNICATIONS

According to FAA records and reports, no communications were received or transmitted to a Cessna 175, N6533E.

SURVIVAL ASPECTS

The United States Coast Guard, and Civil Air Patrol were notified and commenced search and rescue missions on November 13, 1999. Search and rescue operations were unsuccessful, and were terminated on November 30, 1999. As of the writing of this factual report, the aircraft has not been located. See attached United States Coast Guard and Civil Air Patrol search and rescue reports.

TESTS AND RESEARCH

Aircraft radar track data was requested from the FAA and United States Air Force (USAF) 84th Radar Evaluation Squadron. FAA and USAF aircraft radar track data showed a primary-return track crossing Lake Michigan commencing around 1600 and terminating at 1700. The last radar primary-returns were located near Gaylord, Michigan. See attached plots.

ADDITIONAL INFORMATION

A party to this investigation was the Federal Aviation Administration Flight Standards District Office, Grand Rapids, Michigan.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 19, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6533E
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56033
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	G0-300-A
Registered Owner:	LEONARD MARION KOWALSKI	Rated Power:	175 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CRYSTAL FALLS , MI (50D)	Type of Flight Plan Filed:	None
Destination:	TRAVERSE CITY , MI (TVC)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	GEORGE WADSWORTH; GRAND RAPIDS , MI
Original Publish Date:	May 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47807

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).