



Aviation Investigation Final Report

Location:	Barton City, Michigan	Accident Number:	CHI07CA001
Date & Time:	October 1, 2006, 10:40 Local	Registration:	N64257
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged when it overran the end of the runway on landing. The pilot reported that the intended destination was a private airstrip with an east-west oriented runway about 1,200 feet long, and a north-south oriented runway about 2,000 feet long. The pilot stated that when he overflew the windsock before landing, it appeared that winds were about 10 knots directly out of the north. He set up for a landing to the east; however, he "landed long" and subsequently "ran out of runway." The airplane encountered a rock pile located off the end of the runway. The pilot reported that upon exiting the airplane after the accident, he noticed that the wind was variable and appeared to have shifted. He commented that the wind might have gotten behind him on landing. Winds recorded at the Oscoda-Wurtsmith Airport (OSC), located about 16 nautical miles southeast of the accident site, at 1058, were from 280 degrees at 11 knots, gusting to 16 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain a proper touchdown point and his inadvertent selection of a downwind runway, which resulted in the overrun. A contributing factor was the tailwind encountered during landing. Additional factors were the wet, turf runway, and the rock pile located off the end of the runway.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) TERRAIN CONDITION - WET
5. (F) TERRAIN CONDITION - GRASS

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

6. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Factual Information

The airplane was substantially damaged when it overran the end of the runway on landing. The pilot was not injured. The pilot reported that the intended destination was a private airstrip with an east-west oriented runway about 1,200 feet long, and a north-south oriented runway about 2,000 feet long.

The pilot stated that when he over flew the windsock before landing, it appeared that winds were about 10 knots directly out of the north. He set up for a landing to the east; however, he "landed long" and subsequently "ran out of runway." The airplane encountered a rock pile off the end of the runway.

The pilot reported that upon exiting the airplane after the accident, he noticed that the wind was variable and appeared to have shifted from the north. He commented that the wind might have gotten behind him on landing.

Winds recorded by the Oscoda-Wurtsmith Airport (OSC) Automated Weather Observing System, at 1058, were from 280 degrees at 11 knots, gusting to 16 knots. OSC was located approximately 16 nautical miles southeast of the accident site.

The pilot stated that there were no malfunctions associated with the airplane prior to the accident.

Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 1998
Flight Time:	1700 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N64257
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	180-52887
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	November 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1136.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OSC,634 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	10:58 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pontiac, MI (PTK)	Type of Flight Plan Filed:	None
Destination:	Barton City, MI (PVT)	Type of Clearance:	Traffic advisory;VFR flight following
Departure Time:	09:30 Local	Type of Airspace:	

Airport Information

Airport:	Private PVT	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1200 ft / 125 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.792499,-83.833335

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	John Golda; FAA-Grand Rapids FSDO; Grand Rapids, MI
Original Publish Date:	January 31, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64798

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