



# Aviation Investigation Final Report

<b>Location:</b>	South Haven, Michigan	<b>Accident Number:</b>	CEN09CA426
<b>Date &amp; Time:</b>	June 15, 2009, 15:00 Local	<b>Registration:</b>	N9010R
<b>Aircraft:</b>	Cessna A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot reported that he was landing the airplane on a grass runway when the accident occurred. He stated that he had touched down and had lowered the tail when the airplane reached the intersecting paved taxiway for the perpendicular runway. He stated that the airplane "bounced" when it contacted the paved taxiway and began to veer to the right. He attempted to correct and the airplane ground-looped on the paved intersecting runway/taxiway. The damage to the airplane included a bent right wing spar, twisting of the fuselage structure, and damage to the landing gear attach structure within the fuselage.

## 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 during landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
-----------------------------	--

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 26, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 30, 2009
<b>Flight Time:</b>	350 hours (Total, all aircraft), 4 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9010R
<b>Model/Series:</b>	A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	18802080T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO 520 SERIES
<b>Registered Owner:</b>	ROBERTSON CROP DUSTING SERVICE INC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	ROBERTSON CROP DUSTING SERVICE INC	<b>Operating Certificate(s) Held:</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>	BEH,643 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	225°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 9°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	South Haven, MI (LWA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	South Haven, MI (LWA )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	South Haven Area Regional Airp LWA	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	666 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3275 ft / 190 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.351112,-86.255554

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Will Elliot; FAA-Grand Rapids FSDO; Grand Rapids, MI
<b>Original Publish Date:</b>	September 30, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74245">https://data.nts.gov/Docket?ProjectID=74245</a>

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](#).