

SAFETY GRAM 4.0

AUGUST 2017





National Transportation Safety Board Aviation Accident Factual Report

Location:	Plainwell, MI	Accident Number:	CEN17CA218
Date & Time:	05/26/2017, 1245 EDT	Registration:	N30462
Aircraft:	CESSNA 177	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

During a local orientation flight, the pilot turned final approach with "a little too much altitude", but the pilot did not perform a go-around. The airplane landed long down the runway, overran the end of the runway and impacted a ditch, which damaged the forward fuselage. The pilot reported no mechanical malfunctions or anomalies with the airplane that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	81, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	12/08/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/12/2015
Flight Time:	773 hours (Total, all aircraft), 98 hours (Total, this make and model), 736 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N30462
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Model/Series:	177 A	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17701270
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/27/2017, Annual	Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3910 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2F
Registered Owner:	GREEN FALCONS INC	Rated Power:	180 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AZO, 873 ft msl	Observation Time:	1253 EDT
Distance from Accident Site:	15 Nautical Miles	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	19°C / 11°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	29.88 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Plainwell, MI (61D)	Type of Flight Plan Filed:	None
Destination:	Plainwell, MI (61D)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

Airport Information

Airport:	Plainwell Municipal Airport (61D)	Runway Surface Type:	Asphalt
Airport Elevation:	722 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2650 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	42.467778, -85.648056 (est)

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer
Additional Participating Persons:	Raymond Stickney; Federal Aviation Administration; Grand Rapids, MI
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95332





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Case:

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Questions (No right or wrong):

- What would you have done?
- What's "a little too much altitude"?
- Is being off altitude acceptable?
- What techniques can you use to correct and maintain altitude?
- What should you do if you're going to land long?
- Is there a penalty for going around?
- Does experience matter in the case of a go-around?

Discussion:

Cover proper go-around procedures with club members



FLY SAFE!



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