



Andrew Finne
Air Safety Investigator
Office of Aviation Safety

Date: September 17, 2024

Subject: CEN24LA336

Contact: Michael Matthews - FAA Aviation Safety Inspector - Grand Rapids, MI

This is a copy of the narrative section from the FAA Form 8020-23 filed for this accident by the FAA Investigator-in-charge. No NTSB Form 6120-1 Accident Report was received from the owner of the airplane regarding this accident. A NTSB Form 6120-1 Form and Notification Letter was sent by a signature required UPS Letter on September 12, 2024, to the registered owner of N9020X. The form and letter was received and signed for by the owner on September 13, 2024.

ON AUGUST 31, 2024, AT APPROXIMATELY 1530 LOCAL TIME, A CESSNA 182 AIRCRAFT, N9020X, REGISTERED TO AND FLOWN BY A PRIVATE PILOT RECEIVED SUBSTANTIAL DAMAGE FOLLOWING A LOSS OF CONTROL DURING LANDING AT THE PILOTS PRIVATE AIRSTRIP NEAR COOPERSVILLE, MICHIGAN. VFR METEOROLOGICAL CONDITIONS AND LIGHT WINDS PREVAILED AT THE TIME OF THE ACCIDENT. THE FLIGHT WAS BEING CONDUCTED UNDER THE PROVISIONS OF TITLE 14 CODE OF FEDERAL REGULATIONS (CFR) PART 91 WITHOUT A FLIGHT PLAN. THE PILOT RECEIVED MINOR INJURIES.

A WITNESS REPORTED SEEING THE AIRCRAFT FLYING LOW TO THE GROUND WHEN THE ENGINE LOST POWER AND DROPPED FROM VIEW. THE WITNESS THEN CALLED 911 TO REPORT THE ACCIDENT. OTTAWA COUNTY SHERIFF'S DEPUTIES INITIATED A SEARCH OF THE AREA FINALLY FINDING THE

AIRCRAFT, APPROXIMATELY 3 HOURS LATER, PUSHED BACK INTO A CLEARED AREA IN TALL STANDING CORN ON THE EAST SIDE OF THE PRIVATE GRASS RUNWAY. THE PILOT WAS NOT FOUND ON SITE. DEPUTIES THEN SECURED THE SCENE AND MADE PROPER ACCIDENT NOTIFICATIONS.

ON SITE INVESTIGATION SHOWS 2 SETS OF LANDING GEAR IMPACT GROUND SCARING RIGHT (EAST) OF THE RUNWAY CENTERLINE. THE FIRST SET STARTING 200 FEET FROM THE SOUTH THRESHOLD AND THE SECOND SET STARTING 280 FEET AND VEERING TO THE RIGHT. SEVERAL CORN STALKS ARE CUT 4-6 FEET FROM THE GROUND ALONG THE EAST SIDE OF THE RUNWAY. THE AIRCRAFT WAS FOUND SETTING IN A PURPOSELY CLEARED AREA OF CORN PUSHED BACK FROM VIEW FROM THE RUNWAY AND FACING WEST. THE SPINNER SHOWS IMPACT CRUSH DAMAGE WITH ONE PROPELLER BLADE BET AFT, BOTH SHOW DIRT AND GRASS STAINING. THE COWL SHOWS MAINLY LEFT SIDE IMPACT DAMAGE RADIATING AFT INTO THE BOOT COWL AND FIREWALL AREA OF THE FUSELAGE. THE LEFT WHEEL PANT IS IMPACT DAMAGED. THE LEFT WING IS EXTENSIVELY DAMAGED OUTBOARD OF THE WING STRUT ATTACH POINT. THE WING IS BENT UP AND THE LEADING EDGE AND TIP ARE CRUSH DAMAGED. THERE IS AN AMOUNT OF CORN STALK AND HUSK IMBEDDED IN THE AFT DAMAGE AREA OF THE LEFT WING. THE REMAINDER OF THE FUSELAGE AND EMPENNAGE APPEAR UNDAMAGED. THE RIGHT WING ONLY SHOWS MINOR DAMAGE AT THE WING TIP WITH THE NAVIGATION LIGHT HOUSING BROKEN FREE AND HANGING BY WIRE. INTERIOR OF THE AIRCRAFT SHOWS THE KEYS MISSING, ALL ENGINE CONTROLS PUSHED FORWARD, FUEL SELECTOR ON BOTH, AND THE MANUAL FLAP LEVER DEPLOYED TO THE 2ND NOTCH.. NO DOCUMENTATION COULD BE FOUND IN THE AIRCRAFT. BOTH FUEL TANKS HAD FUEL AT THEIR RESPECTIVE SUMPS THAT WAS BLUE IN COLOR AND SMELLED OF 100LL AVFUEL. NO ELT WAS LOCATED DURING THE INVESTIGATION.

AT THE TIME OF THE ACCIDENT DEPUTIES MADE CONTACT WITH THE AIRCRAFT OWNER BY TELEPHONE WHERE HE STATED HE WAS NOT THE PILOT FLYING THE AIRCRAFT AND REFUSED TO GIVE ANY FURTHER INFORMATION STATING HE WAS IN GRAND RAPIDS AT THE TIME OF THE ACCIDENT.

SEVERAL DAYS LATER, THE OWNER WAS INTERVIEWED BY TELEPHONE WHERE HE DID ADMIT THAT HE HAD BEEN FLYING THE AIRCRAFT EARLIER THAT DAY, BUT THE ACCIDENT OCCURRED WHILE HE WAS TAXING ON THE GROUND, CONTRARY TO ALL EVIDENCE. THE PILOT COULD ALSO NOT REMEMBER THE DATE OF HIS LAST FLIGHT REVIEW OR THE TOTAL NUMBER OF HOURS HE HAD ACCUMULATED PRIOR TO THE ACCIDENT. IT WAS ALSO LATER FOUND THE PILOT

DOES NOT HOLD A VALID MEDICAL AND NO INFORMATION COULD BE FOUND THAT HE EVER RECEIVED A BFR SINCE RECEIVING HIS PILOT CERTIFICATE IN 2016.

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