



Aviation Investigation Factual Report

Location:	LAKESHORE, Maryland	Accident Number:	NYC98LA186
Date & Time:	September 12, 1998, 16:30 Local	Registration:	N6503A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On September 12, 1998, about 1630 eastern daylight time, a Cessna 180, amphibian, N6503A, was substantially damaged during landing at Mountain Road Airport (MD43), Lakeshore, Maryland. The certificated airline transport pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

In a telephone interview, the pilot stated that he entered a left downwind for the west runway at Mountain Road. On final, he lowered the landing gear and selected full flaps before clearing the trees on the approach end of the runway. The pilot added that he touched-down smoothly approximately 300-400 feet down the 1,800 foot grass strip.

According to the pilot, while "rolling out", and approximately 30 mph, the airplane yawed right about 170 degrees causing the left float to collapse and fold under the airplane. After the float collapsed, the airplane came to rest on a magnetic heading of about 080 degrees, with the engine still running, and the propeller impacting the left float. The pilot secured the engine and all three occupants egressed without injury.

After egress, the pilot found the right nose wheel about 40 feet prior to the airplane's final resting spot in an area of loose dirt that measured approximately 12 inches wide and 8 to 10 inches deep. In addition, he found a partially buried boulder between the area of loose dirt and the approach end of the runway. The pilot estimated the boulder's exposed area as 3 to 4 inches high, 12 to 18 inches across, and 18 to 24 inches long. He also observed scratch marks on the top of the boulder. The pilot noted that the boulder and loose area of dirt lay in the path of the wheel and skid marks left by the accident airplane.

The Safety Board Investigator examined the right float's nose wheel and observed beach marks, corrosion on the fracture surface, and other signs consistent with a preexisting fatigue crack.

Pilot Information

Certificate:	Airline transport	Age:	44,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 9, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11729 hours (Total, all aircraft), 214 hours (Total, this make and model), 5200 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6503A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32400
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	May 14, 1998 Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4662 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	MARSHALL GILDERMASTER	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BWI ,148 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	293°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLLEGE PARK (CGS)	Type of Flight Plan Filed:	None
Destination:	(MD43)	Type of Clearance:	None
Departure Time:	16:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	MOUNTAIN ROAD MD43	Runway Surface Type:	Grass/turf
Airport Elevation:	70 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.110618,-76.550453(est)

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	RAYMOND G STINCHCOMB, JR.; BALTIMORE , MD
Report Date:	January 12, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43950

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