



Aviation Investigation Final Report

Location:	SEATTLE, Washington	Accident Number:	CHI96LA009
Date & Time:	October 15, 1995, 15:40 Local	Registration:	N3698C
Aircraft:	CESSNA 180R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported the approach to landing was normal with correction inputs to maintain runway centerline due to the crosswind. ATIS was reporting the winds from 170 degrees at 8 knots. The pilot stated that approximately 100 feet AGL, the airplane's vertical speed indicator went full scale down. He immediately applied full power, but a high sink rate began. The pilot stated the airplane touched down on the runway with full aileron and full rudder correction to stop the drift. The left wing impacted the runway before the airplane came to rest.

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 control of the airplane during the landing roll. A factor in the accident was the gusty wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On October 15, 1995, at 1540 pacific daylight time (pdt), a Cessna 180R, N3698C, was substantially damaged while landing at Boeing Field, Seattle, Washington. The pilot reported no injuries. The 14 CFR Part 91 flight originated from Camas, Washington, at 1440 pdt. Visual meteorological conditions existed at the time of the accident and a VFR flight plan was on file.

In a detailed written statement, the pilot reported the approach to landing on runway 13R was normal with correction inputs to maintain runway centerline. The pilot stated that while the airplane was on final approach, ATIS was reporting the winds from 170 degrees at 8 knots. He had also heard a wind check transmission from the control tower reporting the winds from 170 variable to 270 degrees at 14 knots. The control tower also reported the winds as gusting, but the remainder of this transmission was cut off by another airplane transmitting on the same frequency.

The pilot stated that approximately 100 feet AGL, the airplane's VSI went full scale down. He immediately applied full power but a high sink rate began. The pilot stated directional control was maintained, but touchdown was unavoidable. The airplane touched down with full aileron and full rudder correction to stop the drift. The pilot reported that he decided that a go around would not be possible without losing directional control of the airplane because the rudder was at its limit. The pilot stated that as the airplane slowed during the landing roll, the horizontal stabilizer lost authority at full travel. The airplane's tail dropped and the left wing impacted the runway.

Pilot Information

Certificate:	Airline transport	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 23, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	16384 hours (Total, all aircraft), 2900 hours (Total, this make and model), 15221 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3698C
Model/Series:	180R 180R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31197
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 30, 1995 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5202 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-A
Registered Owner:	DOUGLAS R. HERLIHY	Rated Power:	255 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:	BFI, 18 ft msl	Distance from Accident Site:	
Observation Time:	15:24 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 12°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	CAMAS, WA (WA10)	Type of Flight Plan Filed:	VFR
Destination:	(BFI)	Type of Clearance:	VFR
Departure Time:	14:40 Local	Type of Airspace:	Class C

Airport Information

Airport:	KING COUNTY INTNL AIRPORT BFI	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	13R	IFR Approach:	None
Runway Length/Width:	10001 ft / 200 ft	VFR Approach/Landing:	Straight-in

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:	47.610572,-122.329757(est)

Administrative Information

Investigator In Charge (IIC):	Corsones, Christine
Additional Participating Persons:	BOB ARCHIBALD; RENTON , WA
Original Publish Date:	April 18, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10132

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