



# Aviation Investigation Final Report

|                                |  |                         |             |
|--------------------------------|--|-------------------------|-------------|
| <b>Location:</b>               | ANNAPOLIS, Maryland                        | <b>Accident Number:</b> | BF088LA049  |
| <b>Date &amp; Time:</b>        | May 22, 1988, 11:00 Local                  | <b>Registration:</b>    | N3173C      |
| <b>Aircraft:</b>               | CESSNA 180                                 | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |  | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Other work use |                         |             |

## Analysis

DURING THE LANDING ROLLOUT THE AIRCRAFT DRIFTED TO THE LEFT. THE LEFT MAIN WHEEL DEPARTED THE PAVEMENT AND ENCOUNTERED SOFT TERRAIN. THE AIRCRAFT GROUNDLOOPEED AND NOSED OVER. THE PILOT DID NOT FILE AN ACCIDENT REPORT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

|                                  |  |  |          |
|----------------------------------|--|--|----------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 69, Male |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left     |
| <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>    | None None  | <b>Last FAA Medical Exam:</b>            |          |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> |          |
| <b>Flight Time:</b>              | 17 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |          |

### Aircraft and Owner/Operator Information

|                                      |                  |                                       |                 |
|--------------------------------------|------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA           | <b>Registration:</b>                  | N3173C          |
| <b>Model/Series:</b>                 | 180 180          | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal           | <b>Serial Number:</b>                 | 30972           |
| <b>Landing Gear Type:</b>            | Tailwheel        | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | Unknown          | <b>Certified Max Gross Wt.:</b>       | 2550 lbs        |
| <b>Time Since Last Inspection:</b>   |                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                  | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          |                  | <b>Engine Model/Series:</b>           | O-470-J         |
| <b>Registered Owner:</b>             | AUBREY PATTERSON | <b>Rated Power:</b>                   | 225 Horsepower  |
| <b>Operator:</b>                     |                  | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                  | <b>Operator Designator Code:</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> |                                  | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                | 11:00 Local                      | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 20 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 5 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 330°                             | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               |          |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | (ANP)                            | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 10:20 Local                      | <b>Type of Airspace:</b>                    | Class G  |

## Airport Information

|                             |                 |                                  |           |
|-----------------------------|-----------------|----------------------------------|-----------|
| <b>Airport:</b>             | LEE ANP         | <b>Runway Surface Type:</b>      | Concrete  |
| <b>Airport Elevation:</b>   | 30 ft msl       | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 30              | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 2450 ft / 50 ft | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Kleckner, Pamela  |
| <b>Additional Participating Persons:</b> | FRITZ KIPPA; BALTIMORE , MD   |
| <b>Original Publish Date:</b>            | February 28, 1989   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=11415">https://data.nts.gov/Docket?ProjectID=11415</a> |

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