



Aviation Investigation Final Report

Location:	ERIE, Colorado	Accident Number:	DEN92LA044
Date & Time:	March 24, 1992, 11:00 Local	Registration:	N3328D
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE CONDUCTING A LANDING WITH A 27 KNOT GUSTING DIRECT CROSSWIND, THE PILOT FAILED TO ADEQUATELY COMPENSATE FOR THE WIND CONDITIONS. CONTROL WAS NOT MAINTAINED AND THE AIRCRAFT EXITED THE SIDE OF THE RUNWAY INTO A DITCH WHERE IT OVERTURNED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF DIRECTIONAL CONTROL WHEN THE PILOT FAILED TO ADEQUATELY COMPENSATE FOR CROSSWIND CONDITIONS DURING LANDING ROLL. A FACTOR WAS: A 27 KNOT CROSSWIND GUST.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	49, 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--w/ waivers/lim	Last FAA Medical Exam:	December 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 100 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3328D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	32126
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	STANLEY H. PETERSON, JR.	Rated Power:	230 Horsepower
Operator:	STANLEY H. PETERSON, JR.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOULDER , CO (IV5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRI COUNTY 48V	Runway Surface Type:	Concrete
Airport Elevation:	5151 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4700 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.019203,-105.040679(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	AL LUNDQUIST; DENVER , CO
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18205

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).