



# Aviation Investigation Final Report

<b>Location:</b>	EL PASO, Texas	<b>Accident Number:</b>	FTW95LA123
<b>Date &amp; Time:</b>	February 25, 1995, 12:24 Local	<b>Registration:</b>	N9900N
<b>Aircraft:</b>	CESSNA 180J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING A NO FLAP LANDING, FLOWN BY AN ATP RATED PILOT, THE AIRCRAFT BEGAN TO VEEER RIGHT AND THE PILOT ATTEMPTED TO ABORT THE LANDING BY ADDING FULL POWER. AS THE FULL POWER WAS ADDED THE AIRCRAFT DEPARTED THE RUNWAY SO THE PILOT PULLED THE POWER OFF. THE AIRCRAFT IMPACTED A SAND PILE AND SEVERED THE LANDING GEAR. THIS WAS THE SECOND APPROACH OF A DEMONSTRATION FLIGHT. AN EXAMINATION OF THE AIRCRAFT REVEALED NO MECHANICAL ANOMALIES.

## 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 DIRECTIONAL CONTROL DURING THE LANDING ROLL.

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

Findings

2. TERRAIN CONDITION - BERM

## Factual Information

On February 25, 1995, at 1224 mountain standard time, a Cessna 180J, N9900N, was substantially damaged during landing at West Texas Airport, El Paso, Texas. The airline transport rated pilot and his pilot rated passenger were not injured. Visual meteorological conditions prevailed for the local personal flight.

The pilot reported in his written report and during an interview conducted by a Federal Aviation Administration inspector that during his second landing on runway 08 the aircraft began to "veer to the right despite rudder corrections." In an attempt to abort the landing he "added full power;" however, he "pulled the power off when it veered off the runway." Both main landing gears were separated, the fire wall buckled, and the fuselage damaged. The wind was from 140 degrees at 5 knots.

An examination of the aircraft revealed no anomalies that could have contributed to the accident sequence.

During the interview the pilot revealed that he was demonstrating the aircraft to another pilot, for the owners, and that he was landing for the second time in a "normal no flap condition."

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 12, 1995
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2773 hours (Total, all aircraft), 2 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9900N
<b>Model/Series:</b>	180J 180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052555
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 1, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3195 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-S
<b>Registered Owner:</b>	IVEY, WILLIAM E.	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	EL PASO SW AIRCRAFT SALES, INC	<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>	ELP ,3956 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	315°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 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>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(TX04)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(TX04)	<b>Type of Clearance:</b>	
<b>Departure Time:</b>	12:09 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	WEST TEXAS TX04	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4007 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6540 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>	Ellis, Matthew
<b>Additional Participating Persons:</b>	MANUEL G LOPEZ; ALBUQUERQUE , NM
<b>Original Publish Date:</b>	May 9, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=19360">https://data.ntsb.gov/Docket?ProjectID=19360</a>

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