



Aviation Investigation Final Report

Location:	MOUNTAIN HOME, Arkansas	Accident Number:	FTW96LA296
Date & Time:	July 8, 1996, 14:05 Local	Registration:	N46524
Aircraft:	Cessna 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was landing on runway 23 with a cross wind estimated at 110 degrees at 10 knots with gust of approximately 16 knots. The aircraft 'swerved' and departed the left side of the runway approximately 45 degrees offset from runway heading. During the 'sudden' departure from runway heading, the right main gear collapsed and the outboard third of the right wing was structurally damaged.

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 landing. A factor was the cross wind.

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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 8, 1996, at 1405 central daylight time, a Cessna 180J, N46524, registered to a private owner and operated by a private individual under Title 14 CFR Part 91, was substantially damaged during landing near Mountain Home, Arkansas. The commercial pilot and his one passenger were not injured. Visual meteorological conditions prevailed for the cross country flight that originated at Fayetteville, Arkansas, 1 hour and 5 minutes before the accident. No flight plan was filed.

The pilot reported to the investigator-in-charge that he was landing on runway 23 with a cross wind estimated at 110 degrees at 10 knots with gust of approximately 16 knots. He further reported that the aircraft "swerved" and departed the left side of the runway approximately 45 degrees offset from runway heading. He reported that during the "sudden" departure from runway heading, the right main gear collapsed and the outboard third of the right wing was structurally damaged.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 23, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1508 hours (Total, all aircraft), 23 hours (Total, this make and model), 940 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N46524
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052424
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 11, 1996 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	31 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2480 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470R
Registered Owner:	COLLIER AVIATION	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:	HRO ,1364 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 3700 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAYETTEVILLE , AR (WAP)	Type of Flight Plan Filed:	None
Destination:	(BPK)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	BAXTER COUNTY REGIONAL BPK	Runway Surface Type:	Concrete
Airport Elevation:	928 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.330726,-92.369506(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	RICK D'ANGELO; LITTLE ROCK , AR
Original Publish Date:	February 18, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19901

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).