



Aviation Investigation Final Report

Location:	AMES, Iowa	Accident Number:	MKC85LA174
Date & Time:	July 29, 1985, 10:30 Local	Registration:	N3161C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE DESIRED RWY (19) WAS CLOSED AT THE DESTINATION, SO THE PLT LANDED ON RWY 13 WITH A 15 KT X-WIND. THE X-WIND WAS WITHIN THE CAPABILITY OF THE ACFT & THE PLT. AFTER TOUCHDOWN, THE PLT USED FULL RUDDER & BRAKE TO MAINTAIN DIRECTIONAL CONTROL. HOWEVER, HE REPORTED THAT THE ACFT ENCOUNTERED A GUST & SUBSEQUENTLY SWERVED TO THE RIGHT. AFTER DEPARTING THE RWY, THE LEFT WING & HORIZONTAL STABILIZER CONTACTED THE GROUND & WERE DAMAGED. AN EXAM REVEALED THE TAILWHEEL LATCH SPRING, SCOTT PN 3222, HAD FAILED. WITH THIS PROBLEM, THE TAILWHEEL WOULD STEER THE ACFT TO THE RIGHT, BUT THERE WAS NO STEERING CAPABILITY TO THE LEFT.

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. (F) WEATHER CONDITION - CROSSWIND
2. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, PARTIAL

3. (F) WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT POSSIBLE
5. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	50, Male
Airplane Rating(s):	Single-engine land; 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:	July 8, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12256 hours (Total, all aircraft), 104 hours (Total, this make and model), 4333 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3161C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30960
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	JAMES L. FINZER	Rated Power:	230 Horsepower
Operator:	RICHARD A. GEORGE	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NAPERVILLE , IL (LL10)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	AMES MUNI AMW	Runway Surface Type:	Asphalt
Airport Elevation:	929 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	42.019805,-93.619834(est)

Administrative Information

Investigator In Charge (IIC):	Roth, Eugene
Additional Participating Persons:	JOHN R COLOMY; DES MOINES , IA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34002

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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](#).