



# Aviation Investigation Final Report

<b>Location:</b>	NIAGARA FALLS, New York	<b>Accident Number:</b>	NYC90LA012
<b>Date &amp; Time:</b>	October 14, 1989, 16:45 Local	<b>Registration:</b>	N7930V
<b>Aircraft:</b>	CESSNA 180H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AT THE RUN-UP AREA, THE PILOT HAD DELAYED HIS TAKEOFF UNTIL THE WIND SUBSIDED CHECKING WITH GROUND CONTROL EVERY FEW MINUTES FOR WIND DIRECTION & VELOCITY. WHEN THE WIND HAD SUBSIDED HE INITIATED THE TAKEOFF. HE WAS GIVEN THE WIND AS 350 AT 16 KTS BY THE TOWER. DURING THE TAKEOFF GROUND RUN DIRECTIONAL CONTROL BECAME IMPOSSIBLE TO MAINTAIN AND THE AIRPLANE RAN OFF THE RIGHT SIDE OF THE RWY INTO SOFT TURF COLLAPSING THE LEFT MAIN GEAR. THE CONTROL TOWER REPORTED THAT A STRONG WIND GUST OCCURRED PRIOR TO ROTATION. THE 1647 WINDS WERE REPORTED AS 010 AT 25 KTS, GUSTING 33 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF DIRECTIONAL CONTROL DURING TAKEOFF ROLL DUE TO STRONG WIND GUSTS.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) WEATHER CONDITION - GUSTS

3. (C) WEATHER CONDITION - THUNDERSTORM

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Findings

5. (F) TERRAIN CONDITION - SOFT

6. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 23, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 60 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 173 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7930V
<b>Model/Series:</b>	180H 180H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18051830
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 28, 1989 Unknown	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1812 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470R
<b>Registered Owner:</b>	RICHARD A. FULLER	<b>Rated Power:</b>	230 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>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 2800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	N/A - Showers - Rain		
<b>Departure Point:</b>	NIAGARA FALLS , NY (IAC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	NIAGARA FALLS IAG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	590 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5056 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:**

**Original Publish Date:** January 23, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=36569>

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