



Aviation Investigation Final Report

Location:	NATCHEZ, Mississippi	Accident Number:	MIA98LA174
Date & Time:	June 2, 1998, 14:00 Local	Registration:	N6471X
Aircraft:	Cessna 180D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that while on the landing rollout he heard a sound like metal, experienced a loss of directional control, and the airplane rotated around its vertical axis to the left and came to rest on its side. Examination of the runway revealed evidence of the tailwheel off center and bouncing, braking action from the left and right main landing gear, and subsequent collapse of the left main landing gear. Examination of the brake assembly revealed no mechanical failure or abnormalities.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of brakes on landing rollout. The tailwind was a factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On June 2, 1998, about 1400 central daylight time, a Cessna 180D, N6471X, registered to a private owner, crashed on landing rollout on runway 36 at the Hardy-Anders Field Natchez - Adams County Airport, Natchez, Mississippi. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot and one passenger reported no injuries. The flight originated from Quitman, Mississippi, 1 hour before the accident.

The pilot stated he entered left downwind for runway 36. He made a wheel landing. As the airplane decelerated, the tail wheel touched down on the runway. A short time later, he heard a sound which sounded like metal, and experienced a loss of directional control. The airplane rotated around its vertical axis to the right. The left wing collided with the ground. The airplane came to a complete stop facing the opposite direction on its left side. Examination of the airplane revealed the left tire had separated from the airplane and a possible failure of the landing gear wheel and tire assembly.

Examination of the runway by FAA personnel revealed initial tire marks about 600 feet from where the airplane came to rest. "There appears to be light loading on the left main, the tailwheel is off center to the east, shows a bouncing pattern and the right main shows a readily distinguishable pattern. The tire pattern becomes light and hard to distinguish. The tire marks again become easily visible just prior to when they start veering off to the right (east) and continues with the main tires starting to show side load evidence with heavy side load for the last 200'. Severe side load and even some side slip on the left main is evident for the last 75' until the left main wheel failed and the axle assembly dug into the pavement. The aircraft continued spinning to the left, ripped the left main strut from the aircraft and also caused the left wing strut to separate from the fuselage. The aircraft continued to roll and folded the left wing up to 90 degrees. A post crash investigation of the brake assemblies revealed no mechanical failure or abnormalities that would have contributed to the accident."

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	September 29, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 117 hours (Total, this make and model), 850 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6471X
Model/Series:	180D 180D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18050971
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 28, 1997 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3390 Hrs	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-L
Registered Owner:	GREGORY L. DOWDY	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:	HEZ ,272 ft msl	Distance from Accident Site:	
Observation Time:	13:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	QUITMAN , MS (23M)	Type of Flight Plan Filed:	None
Destination:	(HEZ)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HARDY-ANDERS FIELD HEZ	Runway Surface Type:	Asphalt
Airport Elevation:	272 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	31.540018,-91.379341(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	JAMES H MCGEE; JACKSON , MS
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38530

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