



Aviation Investigation Final Report

Location:	SHAWANO, Wisconsin	Accident Number:	CHI99LA271
Date & Time:	July 30, 1999, 17:00 Local	Registration:	N4809E
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing, the airplane bounced. The pilot stated that he attempted to correct for the '...slight crosswind...' and subsequently departed the runway into the grass adjacent to the runway. The pilot said that the aircraft 'slowed rapidly [and] went into [a] dip in [the] infield and flipped over.' A postaccident examination of the aircraft revealed no preexisting anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain directional control. Factors were the misjudged flare and improper recovery from the bounced landing by the pilot, and the ditch.

Findings

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

Findings

1. (F) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

On July 30, 1999, about 1700 central daylight time, a Cessna 180K, N4809E, piloted by a private pilot, sustained substantial damage during landing on runway 29 (3,900 feet by 75 feet, dry/asphalt), at the Shawano Municipal Airport, Shawano, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot, who was the sole occupant, reported no injuries. The flight had originated about 1630 from the Shawano Municipal Airport for a local flight.

In a written statement, the pilot said that he landed hard and the aircraft "...bounced and came back down." The pilot stated that he attempted to correct for the "...slight crosswind..." and subsequently departed the runway into the grass adjacent to the runway. The pilot said that the aircraft "slowed rapidly [and] went into [a] dip in [the] infield and flipped over." The aircraft came to rest in an inverted position.

A postaccident examination of the aircraft revealed no preexisting anomalies.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	December 22, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 104 hours (Total, this make and model), 124 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4809E
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053175
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 9, 1999 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4077 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-U
Registered Owner:	J & T TRANSIT, INC.	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:	GRB ,695 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35°C / 27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(3WO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHAWANO MUNICIPAL AIRPORT 3WO	Runway Surface Type:	Asphalt
Airport Elevation:	811 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3900 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.769916,-88.579208(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	ROBERT GESSERT; MILWAUKEE , WI
Original Publish Date:	June 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46908

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