



Aviation Investigation Final Report

Location:	FACTORYVILLE, Pennsylvania	Accident Number:	NYC00LA031
Date & Time:	November 8, 1999, 10:15 Local	Registration:	N7783A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he landed on the runway in a 6-8 knot crosswind. The right main gear touched down on the runway, but the left main gear touched down off to the side of the runway, in the mud. The airplane veered to the left, and came to rest inverted.

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 aircraft control during a crosswind landing.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On November 8, 1999, about 1015 Eastern Standard Time, a Cessna 180, N7783A, was substantially damaged while landing at Seamans Field, Factoryville, Pennsylvania. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91. The flight originated from Canandaigua Airport, Canandaigua, New York.

The pilot stated:

"...Landing approach to RWY 4 normal with no trouble keeping aligned with centerline. Crosswind of 6-8 knots from 320. Flared to 3 point landing and touchdown appeared routine as stall warning came on just before contacting runway. At this point a wind gust got under the left wing and lifted the left wheel off the runway. The plane started left and I applied right rudder and left aileron. Right tire marks faint for 60' and then heavy for 150' as plane continued left and exited runway at 30 [degree] angle. Left wheel touched down just as plane left runway..."

The airplane came to rest inverted, off the left side of the runway.

Examination of the wreckage by a Federal Aviation Administration Inspector did not reveal any pre-impact mechanical malfunctions, nor did the pilot report any. The Inspector noted that both wings, the vertical stabilizer, and the left strut sustained substantial damage.

The reported winds at an airport approximately 15 mile away, at 0954, were from 290 degrees at 8 knots.

Pilot Information

Certificate:	Commercial	Age:	75, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 23, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	822 hours (Total, all aircraft), 52 hours (Total, this make and model), 687 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7783A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32680
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 16, 1999 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2526 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	470-R
Registered Owner:	CASTLE HARBOR INC.	Rated Power:	230 Horsepower
Operator:	ROBERT F. SYKES	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:	AVP ,962 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CANANDAIGUA , NY (D38)	Type of Flight Plan Filed:	None
Destination:	(9N3)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEAMANS FIELD 9N3	Runway Surface Type:	Asphalt
Airport Elevation:	814 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 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:	40.860805,-75.200744(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	DONALD BORDA; ALLENTOWN , PA
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47837

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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](#).