



Aviation Investigation Final Report

Location:	ROUNDUP, Montana	Accident Number:	SEA00LA055
Date & Time:	March 22, 2000, 16:50 Local	Registration:	N75CD
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was landing the tailwheel-equipped airplane on a dry, paved runway. During the landing roll-out, the aircraft began to weathervane and drift left of centerline. The pilot stated he tried to compensate using brake and rudder, but the aircraft continued off the runway and ground-looped. Winds at the time of the accident, as reported by the pilot, were from south at 10-20 knots. No malfunctions or failures were reported with the aircraft's directional control system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for wind conditions and subsequent loss of control.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

On March 22, 2000, about 1650 mountain standard time, a Cessna 180K, N75CD, registered to the pilot as a 14CFR91 personal/pleasure flight, was substantially damaged during the landing roll at Roundup Municipal Airport, Roundup, Montana. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight. The private pilot, the sole occupant, was uninjured. The flight originated from Roundup approximately 20 minutes prior to the accident. There was no fire and no report of an ELT actuating.

The pilot stated he was landing on runway 24 with a crosswind from the southeast. After the aircraft touched down, in a wing-low attitude, it began to track to the left of the runway centerline. The pilot was unable to correct the situation and subsequently ground-looped the aircraft. The aircraft came to rest south of runway 24, and sustained substantial damage to the fuselage, landing gear, right wing and propeller.

The pilot reported no mechanical malfunctions or failures with the aircraft at the time of the accident.

Pilot Information

Certificate:	Private	Age:	43, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 26, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	271 hours (Total, all aircraft), 198 hours (Total, this make and model), 228 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N75CD
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053047
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	January 1, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10380 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	SCOTT C. OLSON	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:		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:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROUNDUP , MT (RPX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROUNDUP RPX	Runway Surface Type:	Asphalt
Airport Elevation:	3485 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	5100 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:	46.440578,-108.510971(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	STEVE JONES; HELENA , MT
Original Publish Date:	January 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=48835

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