



Aviation Investigation Final Report

Location:	JACKSON CENTER, Pennsylvania	Accident Number:	NYC00LA182
Date & Time:	July 2, 2000, 11:00 Local	Registration:	N3131D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing the tail-wheeled airplane, the pilot reported that left brake seized and the airplane nosed over. After the accident, a friend of the pilot stated he used a screw driver to release the seized brake. Examination of the airplane by a Federal Aviation Administration inspector, which included disassembly of the left brake did not revealed any pre- or post-accident abnormalities.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A seized left brake as reported by the pilot.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - SEIZED

Factual Information

On July 2, 2000, about 1100 Eastern Daylight Time, a Cessna 180, N3131D, was substantially damaged while landing at the Still Meadow Farm Airport, Jackson Center, Pennsylvania. The certificated airline transport 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 tail-wheeled airplane was landing on Runway 22, a 1,856 foot-long, 65 foot-wide, turf runway.

According to the pilot, during the landing rollout, the left brake "seized" and the airplane nosed over.

A friend of the pilot who examined the airplane after the accident stated that the left brake was struck in the "on" position, and he used a screw driver to release the brake.

Examination of the airplane by a Federal Aviation Administration inspector, which included disassembly of the left brake did not revealed any pre- or post-accident abnormalities.

The pilot reported over 25,000 hours of total flight experience, with 2,803 hours in single engine airplanes, and 200 hours in the make and model of the accident airplane.

Winds reported at an airport about 23 miles west of the accident site, at 1051, were from 210 degrees at 12 knots.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 26, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	25335 hours (Total, all aircraft), 200 hours (Total, this make and model), 13305 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3131D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31929
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 9, 1999 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3963 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	ALEXANDER BALLARD, JR.	Rated Power:	225 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:	YNG ,1196 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 8500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UTICA , PA (NONE)	Type of Flight Plan Filed:	None
Destination:	(8PS2)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	STILL MEADOW FARM 8PS2	Runway Surface Type:	Grass/turf
Airport Elevation:	1370 ft msl	Runway Surface Condition:	Soft
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	1856 ft / 65 ft	VFR Approach/Landing:	Full stop

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:	41.26942,-80.129302(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	MIKE SHANNON; ALLEGHENY , PA
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49582

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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](#).