



Aviation Investigation Final Report

Location:	NORTH LAS VEGAS, Nevada	Accident Number:	LAX00LA281
Date & Time:	July 28, 2000, 09:10 Local	Registration:	N3386D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he encountered wind shear and developed a high sink rate during an otherwise normal landing approach. A bounced landing resulted and, during the attempt to recover from the bounce, the aircraft bounced again and veered off the runway. The right-hand main landing gear separated and the aircraft came to rest off the runway. Tire marks on the runway indicated that the aircraft first landed about 1,600 feet from the approach end of the runway and then veered off the runway about 200 feet further down the runway. Marks in the dirt indicated that the airplane then paralleled the runway for about 500 feet before becoming airborne again and travelling another 250 feet before coming to rest.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing and subsequent failure to maintain directional control of the aircraft. Wind shear on landing approach was a factor in the accident.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - WINDSHEAR

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On July 28, 2000, at 0910 hours Pacific daylight time, a Cessna 180, N3386D, was substantially damaged during a hard landing at North Las Vegas, Nevada. The commercial pilot and one passenger were not injured. The personal flight departed from the French Valley airport at Murrieta/Temecula, California at 0715. The flight was operated by the owner under 14 CFR Part 91, and no flight plan was filed. Visual meteorological conditions prevailed, and included light and variable winds and a 5,000-foot density altitude.

The pilot reported that he encountered wind shear and developed a high sink rate during an otherwise normal landing approach to runway 7. A bounced landing resulted and, during the attempt to recover from the bounce, the aircraft bounced again and veered to the right off the runway. The right-hand main landing gear separated and the aircraft came to rest off the runway.

An inspector from the Federal Aviation Administration Las Vegas Flight Standards District Office reported that tire marks on the runway indicated that the aircraft first landed about 1,600 feet from the approach end of runway 7, and then veered off the runway to the southeast about 200 feet further down the runway. Marks in the dirt indicated that the airplane then paralleled the runway for about 500 feet before becoming airborne again. The airplane finally came to rest about 250 feet further east on a southerly heading.

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 9, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5200 hours (Total, all aircraft), 250 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3386D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32184
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2000 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-470K
Registered Owner:	ROSS J. CAPAWANA	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:	VGT	Distance from Accident Site:	
Observation Time:	09:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	94°C / 27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TEMECULA , CA (F70)	Type of Flight Plan Filed:	None
Destination:	(VGT)	Type of Clearance:	VFR
Departure Time:	07:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	NORTH LAS VEGAS VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2203 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	
Runway Length/Width:	5005 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.139572,-115.180824(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	KIP SHOEMAKER; LAS VEGAS , NV
Original Publish Date:	November 1, 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=49847

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).