



Aviation Investigation Final Report

Location:	SAINT CLOUD, Minnesota	Accident Number:	CHI00LA190
Date & Time:	July 9, 2000, 10:45 Local	Registration:	N4940A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing rollout the airplane departed off the side of the runway and was damaged. The pilot reported that the brakes had seized multiple times during the landing rollout. Post-accident examination of the wheel and brake assemblies revealed no anomalies that could have precluded the normal operation of the brake system. Examination of the tire treads on both main gear failed to reveal any flat spots in the tread pattern and no slippage was noted between the tires and the wheel assemblies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: directional control not being maintained by the pilot during landing rollout.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On July 9, 2000, at 1045 central daylight time, a Cessna 180, N4940A, piloted by a private pilot, sustained substantial damage during a nose over following a loss of control during landing rollout on runway 23 (3,000 feet by 75 feet, dry/asphalt) at the Saint Cloud Regional Airport, Saint Cloud, Minnesota. Visual metrological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot and three passengers reported no injuries. The flight departed the Ely Municipal Airport, Ely, Minnesota, at 0900.

According to the pilot's written statement, "Entered pattern for runway 23. Perform[ed] 3-point full stall landing on runway 23. Twice during rollout the brakes grabbed hard enough to lift the tail off the ground. Toward the end of the rollout the right brake locked the tire." The pilot reported, "I maintained a straight ground track as long as possible with left full rudder and brake. When rudder effectiveness was lost the aircraft swiveled 90-degrees clockwise and skidded/slid down the runway and off into the grass." The pilot stated, "When aircraft slid into the grass the left main gear dug-in and was ripped out of the aircraft. The aircraft laid over on its left side breaking the left wing strut and wing."

Post-accident examination of the wheel and brake assemblies revealed no anomalies that could have precluded the normal operation of the brake system. Examination of the tire treads on both main gear failed to reveal any flat spots in the tread pattern and no slippage was noted between the tires and the wheel assemblies.

Pilot Information

Certificate:	Private	Age:	42, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 20, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	817 hours (Total, all aircraft), 31 hours (Total, this make and model), 676 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4940A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32337
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	MARTIN CLEMENS SCHUETTE	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:	STC ,1024 ft msl	Distance from Accident Site:	
Observation Time:	10:06 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	73°C / 66°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELY , MN (ELO)	Type of Flight Plan Filed:	None
Destination:	(STC)	Type of Clearance:	
Departure Time:	09:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SAINT CLOUD REGIONAL STC	Runway Surface Type:	Asphalt
Airport Elevation:	1024 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.55059,-94.170158(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	TOM HAGER; MINNEAPOLIS , MN
Original Publish Date:	October 9, 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=49945

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