



# Aviation Investigation Final Report

<b>Location:</b>	DOUGLAS, Wyoming	<b>Accident Number:</b>	DEN00LA156
<b>Date &amp; Time:</b>	August 20, 2000, 19:00 Local	<b>Registration:</b>	N61782
<b>Aircraft:</b>	Cessna 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During landing roll at the completion of a cross-country flight, the aircraft departed the left side of the runway and the right wing sustained substantial damage when it impacted the ground. The landing was being made on runway 5 and the wind was from 010 degrees magnetic heading at 27 knots with gusts to 34 knots. This produced a calculated direct crosswind of 17 knots with a direct crosswind of 23 knots during peak gusts. In accordance with this aircraft's certification requirements established in 14 CFR Part 23, published crosswind limitations are not required. The demonstrated crosswind capability listed in the operating handbook is 12 knots.

## 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 control of the aircraft during landing roll. Factors were high winds and crosswinds.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - CROSSWIND

- 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 4. INADEQUATE CERTIFICATION/APPROVAL - FAA(ORGANIZATION)

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

On August 20, 2000, at 1900 mountain daylight time, a Cessna 180K, N61782, sustained substantial damage and the pilot was not injured when the right wing contacted the ground during a crosswind landing at Douglas, Wyoming. Visual meteorological conditions prevailed for this cross-country personal flight operating under Title 14 CFR Part 91 and no flight plan was filed. The flight originated from a private airstrip at Chugwater, Wyoming at 1820.

According to the pilot, when the flight arrived in the Douglas area he entered left traffic for a landing on runway 5. He said the wind was from the north and he maintained directional control for 300 to 400 hundred feet following touchdown and then lost directional control and the aircraft "weathervaned" to the left and departed the side of the runway. When the aircraft left the runway the right wing and propeller struck the ground.

Examination of the aircraft by an FAA inspector revealed both spar and rib damage to the outer portion of the right wing.

Recorded wind at the time of the accident was from 010 degrees magnetic heading at 27 knots with gusts to 34 knots. The direct steady state crosswind was computed to be 17 knots and the peak gusts produced a direct crosswind computed at 23 knots. According to the aircraft operating handbook, the demonstrated direct crosswind capability is 12 knots. In accordance with this aircraft's certification requirements established in 14 CFR Part 23, published crosswind limitations are not required.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 6, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	434 hours (Total, all aircraft), 376 hours (Total, this make and model), 434 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N61782
<b>Model/Series:</b>	180K 180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052798
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 11, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2928 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	RODGER V. SCHROEDER	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DGW ,4929 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	27 knots / 34 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CHUGWATER , WY	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(DGW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:20 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	CONVERSE COUNTY DGW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4929 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	5	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4760 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.749378,-105.389717(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wiemeyer, Norman
<b>Additional Participating Persons:</b>	JAMES P CLAYVILLE; CASPER , WY
<b>Original Publish Date:</b>	March 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50039">https://data.ntsb.gov/Docket?ProjectID=50039</a>

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](#).