



# Aviation Investigation Final Report

<b>Location:</b>	Long Lake, New York	<b>Accident Number:</b>	NYC01LA034
<b>Date &amp; Time:</b>	November 8, 2000, 16:30 Local	<b>Registration:</b>	N7904V
<b>Aircraft:</b>	Cessna 180H	<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

The 1,000-foot airstrip had just been constructed, and the pilot was the first to attempt a landing on it. The pilot made three passes over the airstrip, then landed over 30- to 40-foot trees, in a northwesterly direction. During the landing, the airplane bounced twice, and veered toward the right. It then made a final touchdown, and veered off the airstrip. It impacted a boulder and a tree stump, and spun around, about 180 degrees. Winds were from the south, about 3 knots.

## 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.

### Findings

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

#### Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

## Factual Information

On November 8, 2000, about 1630 Eastern Standard Time, a Cessna 180H, N7904V, was substantially damaged during a landing at a private airstrip in Long Lake, New York. The certificated private pilot was not injured. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the flight, which originated at Adirondack Regional Airport (SLK), Saranac Lake, New York. The personal flight was conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector, the 1,000-foot airstrip had just been constructed, and the pilot was the first to attempt a landing on it. The pilot made three passes over the airstrip, then landed over 30- to 40-foot trees, in a northwesterly direction. During the landing, the airplane bounced twice, and veered toward the right. It then made a final touchdown, and veered off the airstrip. It impacted a boulder and a tree stump, and spun around, about 180 degrees.

The inspector asked the pilot why he didn't abort the landing, and the pilot stated that he hadn't thought about it. The pilot also stated that the airplane had just come off floats 3 weeks earlier.

Weather, recorded at an airport approximately 20 nautical miles to the north, about 20 minutes before the accident, included clear skies, and winds from 190 degrees true, at 3 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<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>	June 23, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 29, 2000
<b>Flight Time:</b>	605 hours (Total, all aircraft), 510 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7904V
<b>Model/Series:</b>	180H 180H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18051804
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 8, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4676 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	PAUL RASMUSSEN	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SLK,1663 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	15:51 Local	<b>Direction from Accident Site:</b>	40°
<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>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Saranac Lake, NY (SLK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Long Lake, NY (NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private Airstrip NONE	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	1650 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	NW	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1100 ft / 45 ft	<b>VFR Approach/Landing:</b>	Full stop;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>	43.969734,-74.419509(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cox, Paul
<b>Additional Participating Persons:</b>	John Ludwig; FAA/FSDO; Albany, NY
<b>Original Publish Date:</b>	April 18, 2003
<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=50617">https://data.ntsb.gov/Docket?ProjectID=50617</a>

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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](#).