



Aviation Investigation Final Report

Location:	Canton, Mississippi	Accident Number:	MIA02LA088
Date & Time:	April 21, 2002, 14:20 Local	Registration:	N180CW
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot the airplane touched down on the first 20 percent of a 3,000-foot runway, rolled about 1,000 feet, at 20 knots of ground speed, and began to drift to the right. The pilot attempted to correct the situation by applying full left rudder and braking, however he could not correct the right turn. The airplane turned about 120 degrees before the right main landing gear dropped into a ditch, and the left wing made contact with a gravel road. The pilot estimated that at the time of the accident "the cross wind component was "8 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 directional control after landing which resulted in the airplane departing the runway, and the subsequent impact with a ditch.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - DITCH

Factual Information

On April 21, 2002, about 1420 central daylight time, a Cessna 180, N180CW, registered to and operated by an individual, struck a ditch during the ground roll after landing at a private airstrip near Canton, Mississippi. Visual meteorological conditions prevailed at the time. No flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged. The private-rated pilot, and one passenger reported no injuries. The flight had departed from Lakeview, Arkansas, about 1200.

According to the pilot the duration of the flight was 2.3 hours, and "uneventful until landing roll out. He said the airplane touched down on the first 20 percent of a 3,000-foot runway. After rolling about 1,000 feet at "20 knots of ground speed," the airplane began to drift to the right. He attempted to correct the situation by applying full left rudder and braking; however, he was "unable to correct the steadily increasing right turn." The airplane turned about 120 degrees before the right main landing gear "dropped" into a ditch, and the left wing made contact with a gravel road. The pilot estimated that at the time of the accident "the cross wind component was "8 knots."

Pilot Information

Certificate:	Airline transport; Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 16, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 14, 2000
Flight Time:	13000 hours (Total, all aircraft), 495 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180CW
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31438
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 5, 2002 Annual	Certified Max Gross Wt.:	2536 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4954 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:	JAN	Distance from Accident Site:	
Observation Time:	15:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:			
Departure Point:	LAKEVIEW, AR (3MO)	Type of Flight Plan Filed:	None
Destination:	Canton, MS	Type of Clearance:	
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Follin Field (PVT) NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	241 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	32.43861,-90.103057

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan J.
Additional Participating Persons:	Douglas B Smyly; FAA; Jackson, MS
Original Publish Date:	August 26, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54564

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