



Aviation Investigation Final Report

Location:	Hyannis, Nebraska	Accident Number:	CHI02LA130
Date & Time:	May 9, 2002, 16:10 Local	Registration:	N9135C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage when it nosed over on soft terrain following a loss of directional control on landing. The pilot reported that the touchdown was smooth, but that the airplane began to veer to the right on the landing roll. He stated that he attempted to straighten the airplane using left rudder and brake to no avail. The airplane continued off the runway where it contacted terrain which contained several inches of standing water. The pilot reported that he could not recall whether his foot was on the brake or if the brake locked up. He reported that there were no problems with the aircraft and that the accident resulted from "pilot error".

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain directional control and executed improper use of the brakes. A factor associated with the accident was the soft terrain.

Findings

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

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Occurrence #3: NOSE OVER
Phase of Operation: OTHER

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

On May 9, 2002, at 1610 central daylight time, a Cessna 180, N9135C, nosed over on soft terrain following a loss of directional control on landing. The landing was being made on runway 35 (2,935 feet by 30 feet, dry asphalt) at the Hyannis Grant County Airport, Hyannis, Nebraska. The private pilot and passenger were not injured. The tailwheel airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions and no flight plan was filed. The flight originated from McCook, Nebraska, at 1500.

According to the pilot's written statement, the wind appeared to be out of the northwest upon approaching the Grant County Airport. The pilot stated that the crosswind landing on runway 35 was smooth, but the left wing came up when the aircraft was approximately 500 feet down the runway on the landing roll. The pilot stated that he stepped on the brakes, catching the right wheel on the runway. According to the pilot, the aircraft veered to the right and he attempted to straighten the airplane using left rudder and brake. The pilot reported that the airplane continued off the runway, contacted muddy terrain, and nosed over on the soft terrain. According to the pilot, he reported that he "honestly couldn't say whether or not his foot was on the brake or if the brake locked up." He then reported that there was nothing wrong with the airplane and that it was "pilot error."

At 1553, the wind at the Alliance Municipal Airport (46 miles west of the accident site) was reported to be from 270 degrees at 6 knots gusting to 14 knots.

Pilot Information

Certificate:	Private	Age:	45, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	October 13, 2001
Flight Time:	1349 hours (Total, all aircraft), 120 hours (Total, this make and model), 1349 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9135C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31234
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-470A
Registered Owner:	Michael R. Vontour	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AIA,3931 ft msl	Distance from Accident Site:	46 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	13°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McCook, NE (MCK)	Type of Flight Plan Filed:	None
Destination:	Hyannis, NE (1V2)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Hyannis Grant County Airport 1V2	Runway Surface Type:	Asphalt
Airport Elevation:	3710 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2935 ft / 30 ft	VFR Approach/Landing:	Full stop

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:	42.000144,-101.760322(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pam
Additional Participating Persons:	Bob Bottom; Federal Aviation Administration; Lincoln, NE
Original Publish Date:	August 28, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54683

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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](#).