



Aviation Investigation Final Report

Location:	Idaho Falls, Idaho	Accident Number:	SEA02LA105
Date & Time:	June 23, 2002, 13:54 Local	Registration:	N2801K
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

In a written statement, the pilot related that the "Winds were 8 knots but shifting from 140 degrees to 210 degrees", on his approach to the runway. The pilot stated that after landing on the right tire, he reduced power to the engine. Before the left tire had touched down he related that, "the aircraft pivoted on the right tire and shot to [his] left." In an attempt to regain control, he applied full power, however the aircraft slid off the runway, and came to rest facing approximately 180 degrees from the landing direction. The 1353 METAR observation at Idaho Falls reported winds from 190 degrees at 10 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions during the landing roll. A crosswind was a factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

On June 23, 2002, at 1354 mountain daylight time, a Cessna 180K, N2801K, sustained substantial damage during landing at the Idaho Falls Regional Airport, Idaho Falls, Idaho. The airplane is registered to Z Air Incorporated of Dewey, Arizona, and was being operated as an aerial photography flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The commercial pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The flight departed from Idaho Falls approximately one hour prior to the accident.

In a written statement, dated July 7, 2002, the pilot related that the "Winds were 8 knots but shifting from 140 degrees to 210 degrees", on his approach to Runway 20. The pilot stated that after landing on the right tire, he reduced power to the engine. Before the left tire had touched down he related that, "the aircraft pivoted on the right tire and shot to [his] left." In an attempt to regain control, he applied full power, however the aircraft slid off the runway, and came to rest facing approximately 180 degrees from the landing direction.

The 1353 METAR observation at Idaho Falls reported winds from 190 degrees at 10 knots.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 1, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 1, 2001
Flight Time:	11890 hours (Total, all aircraft), 650 hours (Total, this make and model), 11790 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2801K
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18053072
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	December 1, 2001 Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8976 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-470U
Registered Owner:	Z Air Inc.	Rated Power:	230 Horsepower
Operator:	David Kresser	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIDA,4740 ft msl	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	25°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Idaho Falls , ID (KIDA)	Type of Flight Plan Filed:	None
Destination:	Idaho Falls , ID (KIDA)	Type of Clearance:	None
Departure Time:	12:54 Local	Type of Airspace:	Class D

Airport Information

Airport:	Fanning Field IDA	Runway Surface Type:	Asphalt
Airport Elevation:	4740 ft msl	Runway Surface Condition:	Dry
Runway Used:	020	IFR Approach:	None
Runway Length/Width:	9001 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	43.514446,-112.070274

Administrative Information

Investigator In Charge (IIC):	HOGENSON, DENNIS
Additional Participating Persons:	Ritter A Stanley; FAA Salt Lake City FSDO; Salt Lake City, UT
Original Publish Date:	February 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55057

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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](#).