



Aviation Investigation Final Report

Location:	East Windsor, Connecticut	Accident Number:	NYC03LA053
Date & Time:	February 20, 2003, 14:30 Local	Registration:	N1752C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted a takeoff on a 50 foot wide runway that was snow covered, and plowed to a width of 15 to 18 feet. As he initiated the takeoff, the left main landing gear wheel entered the snow on the left side of the runway, which was about 16 to 18 inches deep. The pilot added more power and rudder; however, the airplane turned further into the snow and came to rest on its nose and left wing. The width of the main landing gear on the airplane was 7 feet, 8 inches.

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. A related factor was the snow-covered runway conditions.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On February 20, 2003, at 1430 eastern standard time, a Cessna 180, N1752C, was substantially damaged during an attempted takeoff from Roberts Farm Airport (CT85), East Windsor, Connecticut. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the flight that was destined for Waterbury Airport (N41), Waterbury, Connecticut. No flight plan had been filed for the personal flight that was conducted under 14 CFR Part 91.

The pilot reported that the airplane was based at Waterbury, and he had flown to Roberts Farm earlier in the day. When ready for departure, the pilot taxied to runway 26, a 2,000 foot-long, 50 foot-wide turf runway; which had been partially plowed. He further stated:

"...started take off, caught left wheel in snow bank, added power to break clear of snow bank, but did not succeed..."

The pilot reported that he attempted to correct with rudder; however, the airplane turned further left into the snow, and pitched forward onto its nose and left wing. The pilot added that the sides of the plowed area were not straight.

An inspector from the Federal Aviation Administration (FAA), reported that the snow was about 16 to 18 inches deep where the airplane departed the runway. The runway had been plowed to about 15 to 18 feet wide. In addition, examination of the airplane revealed the left wing spar was cracked at the strut attach point, the lower portion of the engine cowling was crushed back, and the propeller was bent.

According to Cessna Aircraft Company, the width of the main landing gear on the Cessna 180 was 7 feet, 8 inches.

The pilot reported the winds were from 330 degrees at 4 to 5 knots.

Pilot Information

Certificate:	Private	Age:	63, 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 3 Valid Medical-w/ waivers/lm	Last FAA Medical Exam:	May 11, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 5, 2002
Flight Time:	3790 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3790 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1752C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30452
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 14, 2002 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4869.7 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-J
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Windsor, CT (CT85)	Type of Flight Plan Filed:	None
Destination:	Waterbury, CT (N41)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Roberts Farm CT85	Runway Surface Type:	Asphalt
Airport Elevation:	37 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.88972,-72.614997

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	Mark W Hesselton; FAA; Windsor Locks, CT
Original Publish Date:	February 5, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=56523

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