



Aviation Investigation Final Report

Location:	Pasco, Washington	Accident Number:	SEA03LA071
Date & Time:	April 27, 2003, 15:30 Local	Registration:	N180MK
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot, who was attempting a three-point landing, inadvertently let the main wheels touch the runway first, resulting in the aircraft bouncing back into the air. Just after it touched down a second time (on all three wheels), the tower asked him if he could make a turnoff at the next taxiway. The pilot therefore looked toward the taxiway in order to determine if it was reasonable to make a turnoff there. When he refocused his attention to the runway, the aircraft was veering to the left. He therefore attempted to get it realigned with the runway, but was unable to do so. Almost immediately thereafter, the aircraft ground-looped. During the ground-loop, one wing impacted the runway, and then the aircraft tipped up onto its nose.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate remedial action when his aircraft began to veer during the landing roll, and his ultimate failure to maintain directional control which resulted in a ground loop. Factors include the pilot's momentary diversion of his attention during the landing roll.

Findings

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

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

On April 27, 2003, approximately 1530 Pacific daylight time, a Cessna 180, N180MK, was substantially damaged when one of its wings contacted the runway during the landing roll at Tri-Cities Airport, Pasco, Washington. The private pilot and his passenger were not injured, but the aircraft, which is owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which departed Richland, Washington, about 5 minutes earlier, was being operated in visual meteorological conditions. There was no report of an ELT activation.

According to the pilot, who was attempting a three-point landing on runway 12, he inadvertently let the main wheels touch first, resulting in the aircraft bouncing back into the air. Just after the aircraft touched down a second time (on all three wheels), the tower asked him if he could make a turnoff at the next taxiway. The pilot therefore looked toward the taxiway in order to determine if it was reasonable to make a turnoff there. When he refocused his attention to the runway, the aircraft was veering to the left. He therefore attempted to get it realigned with the runway, but was unable to do so. Almost immediately thereafter, the aircraft ground-looped. During the ground-loop, one wing impacted the runway, and then the aircraft tipped up onto its nose.

According to the pilot, there did not seem to be anything wrong with the aircraft's flight controls or tailwheel steering system.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 7, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 1, 2001
Flight Time:	380 hours (Total, all aircraft), 11 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180MK
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31409
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 1, 2003 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4642 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470KCL
Registered Owner:	Michael J. Wiemers	Rated Power:	230 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:	KPSC,407 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	18°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Richland, WA (RLD)	Type of Flight Plan Filed:	None
Destination:	Pasco, WA (PSC)	Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	TRI-CITIES PSC	Runway Surface Type:	Asphalt
Airport Elevation:	407 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	7700 ft / 150 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:	46.259445,-119.110557

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Jim Black; FAA/FSDO; Spokane, WA
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56901

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