



Aviation Investigation Final Report

Location:	Chisholm, Minnesota	Accident Number:	CHI06CA209
Date & Time:	July 30, 2006, 15:30 Local	Registration:	N3336T
Aircraft:	Cessna 180M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The float equipped airplane cart wheeled in the water during a landing in gusty wind conditions. The pilot reported that after a 45 minute flight, they arrived at their destination lake and the winds were out of the south-southwest at 20 knots, gusting to 28 knots. He reported that he circled the lake and made a short field landing approach to the southeast at 70 miles per hour with 30 degrees of flaps. The pilot reported that just prior to touchdown, a gust of wind lifted the right wing and the airplane ballooned. He said he applied opposite aileron and added power, but the right float touched the water first pulling the right wing down into the water. The airplane then cart wheeled coming to rest inverted. The nearest weather reporting station was located approximately 12 miles north of the accident location. The winds recorded 23 minutes after the accident were from 150 degrees at 19 knots, gusting to 28 knots. The winds recorded 23 minutes prior to the accident were from 140 degrees at 21 knots, gusting to 29 knots. The winds recorded 1 hour and 37 minutes prior to the accident were from 120 degrees at 17 knots, gusting to 24 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 the wind condition. A factor associated with the accident was the gusty wind condition.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Factual Information

The float equipped airplane cart wheeled in the water during a landing in gusty wind conditions. The pilot reported that after a 45 minute flight, they arrived at their destination lake and the winds were out of the south-southwest at 20 knots, gusting to 28 knots. He reported that he circled the lake and made a short field landing approach to the southeast at 70 miles per hour with 30 degrees of flaps. The pilot reported that just prior to touchdown, a gust of wind lifted the right wing and the airplane ballooned. He said he applied opposite aileron and added power, but the right float touched the water first pulling the right wing down into the water. The airplane then cart wheeled coming to rest inverted. The nearest weather reporting station was located at Hibbing, Minnesota, approximately 12 miles north of the accident location. The winds recorded 23 minutes after the accident were from 150 degrees at 19 knots, gusting to 28 knots. The winds recorded 23 minutes prior to the accident were from 140 degrees at 21 knots, gusting to 29 knots. The winds recorded 1 hour and 37 minutes prior to the accident were from 120 degrees at 17 knots, gusting to 24 knots.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	February 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	221 hours (Total, all aircraft), 147 hours (Total, this make and model), 145 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3336T
Model/Series:	180M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051494
Landing Gear Type:	Float	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	Jeffrey A. Copeman	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HIB	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.7 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Ely, MN	Type of Flight Plan Filed:	None
Destination:	Chisholm, MN	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	47.386665,-92.83889

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Thomas Hodnefield; Minneapolis, MN FSDO
Original Publish Date:	October 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64347

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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](#).