



# Aviation Investigation Final Report

<b>Location:</b>	Statesville, North Carolina	<b>Accident Number:</b>	ATL07CA008
<b>Date &amp; Time:</b>	October 13, 2006, 17:30 Local	<b>Registration:</b>	N180VT
<b>Aircraft:</b>	Cessna CE-180-A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that on touchdown, the left main wheel locked up, and the airplane pulled sharply towards the left. He stated that just before the airplane departed the left side of the runway, the left wheel must have "broke loose," and the airplane veered sharply to the right. The airplane's left wingtip and propeller struck the runway. According to an A&P mechanic, when the airplane was rolled into the maintenance shop, the "wheels rolled fine." Examination of the brake system revealed no problems noted. Examination of the left main tire found no flat spots.

## 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 during the landing roll, which resulted in an on-ground collision with the runway.

## Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

2. TERRAIN CONDITION - RUNWAY

## Factual Information

On October 13, 2006, at 1730 eastern daylight time, a Cessna 180A, N180VT, registered to Boggie Bag LLC, operating as a 14 CFR Part 91 personal flight, experienced a loss of control during landing roll at the Statesville Regional Airport in Statesville, North Carolina. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane received substantial damage to the left outboard wing. The airline transport pilot reported no injuries. The flight originated from the Mallards Landing Airport in Locust Grove, Georgia, on October 13, 2006, at 1530.

The pilot stated that, on touch down, the airplane's left main wheel locked up, and the airplane pulled sharply towards the left side of the runway. He applied full right brake and rudder to try to keep the airplane from continuing its left pull and to try to keep it from departing the runway. He stated that, just before the airplane departed the left side of the runway, "the left wheel must have broke loose, and the aircraft veered sharply to the right, which caused the aircraft to come up onto the left main gear and left wing tip [and] come in contact with the runway. The aircraft went another 30-40 feet, stopping on the centerline of the runway, balancing on the left wing and left main gear. The aircraft slowly [tilted onto its nose], causing the propeller to impact the runway. The aircraft came to rest on the propeller, left main gear, and left wing tip."

According to an airframe and powerplant mechanic located at the Statesville Regional Airport, when the airplane was rolled into the maintenance shop, the "wheels rolled fine." The airplane was placed on jacks to elevate the left wheel, and examination of the brake system revealed that, when the brakes were applied several times, no problems noted. Examination of the left main tire found no flat spots.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 1, 2006
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 275 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N180VT
<b>Model/Series:</b>	CE-180-A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	180-32698
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2006 100 hour	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	275 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	Boogie Bag LLC	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	Mark Douglas Neissel	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SVH	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:01 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Locust Grove, GA (GA04)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Statesville, NC (SVH )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Statesville Regional Airport SVH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	965 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7005 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.758888,-80.952224

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, Ralph
<b>Additional Participating Persons:</b>	Mitzi B Crouse; FAA Charlotte FSDO; Charlotte, NC
<b>Original Publish Date:</b>	February 26, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=64854">https://data.ntsb.gov/Docket?ProjectID=64854</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).