



Aviation Investigation Final Report

Location:	Statesville, North Carolina	Accident Number:	ATL07CA008
Date & Time:	October 13, 2006, 17:30 Local	Registration:	N180VT
Aircraft:	Cessna CE-180-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	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

Certificate:	Airline transport; Flight engineer	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2006
Flight Time:	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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SVH	Distance from Accident Site:	
Observation Time:	18:01 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:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	14°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Locust Grove, GA (GA04)	Type of Flight Plan Filed:	None
Destination:	Statesville, NC (SVH)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

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

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:	35.758888,-80.952224

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Mitzi B Crouse; FAA Charlotte FSDO; Charlotte, NC
Original Publish Date:	February 26, 2007
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=64854

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](#).