



Aviation Investigation Final Report

Location:	Duluth, Minnesota	Accident Number:	CHI07CA253
Date & Time:	August 1, 2007, 10:37 Local	Registration:	N5016E
Aircraft:	Cessna 180A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged when it impacted terrain during an aborted landing attempt on runway 14, 3050 feet long, by 75 feet wide, dry asphalt. The pilot stated that as he was lowering the tailwheel to the runway, he impacted two geese. The airplane started to "turn to the right" while the pilot tried to correct using left brake, left rudder, and right aileron control inputs. The pilot then added full engine power "to get back in the air." The left wing subsequently contacted the runway and the airplane "flipped on its back" and came to rest inverted.

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, which resulted in impact with terrain during an attempted aborted landing. A factor in the accident was the geese impacted during the landing roll.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - RUNWAY
2. (F) OBJECT - ANIMAL(S)

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - RUNWAY

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

5. TERRAIN CONDITION - RUNWAY

Factual Information

The airplane was substantially damaged when it impacted terrain during an aborted landing attempt. The pilot stated that as he was lowering the tailwheel to the runway, he impacted two geese. The airplane started to "turn to the right" while the pilot tried to correct using left brake, left rudder, and right aileron control inputs. The pilot then added full engine power "to get back in the air." The left wing subsequently contacted the runway and the airplane "flipped on its back" and came to rest inverted.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2006
Flight Time:	622 hours (Total, all aircraft), 450 hours (Total, this make and model), 590 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5016E
Model/Series:	180A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50316
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 1, 2007 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2553 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470R
Registered Owner:	On file	Rated Power:	230 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:	DYT,610 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:34 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Two Harbors, MN (TWM)	Type of Flight Plan Filed:	None
Destination:	Duluth, MN (DYT)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	RICHARD B HELGESON DYT	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3050 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	46.721942,-92.043334

Administrative Information

Investigator In Charge (IIC): Brannen, John

Additional Participating Persons:

Original Publish Date: August 30, 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=66413>

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