



Aviation Investigation Final Report

Location:	CASPER, Wyoming	Accident Number:	DEN82DA045
Date & Time:	March 18, 1982, 14:40 Local	Registration:	N317PL
Aircraft:	CESSNA 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

AFTER ARRIVING, THE PILOT LANDED ON RUNWAY 07 IN VARIABLE WIND CONDITIONS WITH GUSTS TO 20 KNOTS. AFTER TOUCHDOWN, HE ENCOUNTERED A CROSSWIND GUST, BECAME AIRBORNE, AND BALLOONED ABOUT 3 FT. HE ADDED A SLIGHT AMOUNT OF POWER TO CONTROL THE AIRCRAFT AND MAKE A 3 POINT LANDING. THE AIRCRAFT TOUCHED DOWN FIRMLY, BOUNCED, AND BEGAN TO DRIFT TO THE LEFT. THE PILOT INITIATED A GO-AROUND, BUT REPORTEDLY, GUSTY WINDS PICKED UP THE RIGHT WING. SUBSEQUENTLY, THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT CARTWHEELED. THE DENSITY ALTITUDE WAS APPROXIMATELY 6000 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

6. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 15, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4752 hours (Total, all aircraft), 184 hours (Total, this make and model), 4050 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N317PL
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18052483
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1032 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470R
Registered Owner:	PETE LIEN AND SONS INC.	Rated Power:	230 Horsepower
Operator:	PETE LIEN AND SONS INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RAPID CITY , SD (SD03)	Type of Flight Plan Filed:	None
Destination:	CASPER , WY	Type of Clearance:	
Departure Time:	13:10 Local	Type of Airspace:	

Airport Information

Airport:	NATRONA COUNTY INT'L CPR	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	
Runway Length/Width:	8681 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.830909,-106.320793(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 18, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70158>

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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](#).