



Aviation Investigation Final Report

Location:	DUBOIS, Pennsylvania	Accident Number:	NYC82DA211
Date & Time:	August 28, 1982, 14:20 Local	Registration:	N197V
Aircraft:	CESSNA 180G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING ARRIVAL, THE PILOT ENTERED THE PATTERN TO LAND ON RUNWAY 25 WITH THE WIND FROM 330 DEGREES AT 18 KTS. TO COMPENSATE FOR THE CROSSWIND, HE PREPARED HIMSELF FOR A RIGHT WING LOW LANDING. HOWEVER, THE PILOT STATED THAT WHEN HE STARTED TO ROUND OUT, THE WIND WENT CALM. THEREFORE, HE LEVELED THE WINGS AND MADE A 3-POINT LANDING. AFTER TOUCHDOWN, THE NOSE STARTED MOVING TO THE RIGHT, AS THE CROSSWIND INCREASED, AND HE CORRECTED WITH LEFT RUDDER. AT ABOUT THAT TIME, THE RIGHT WING LIFTED RAPIDLY INTO THE AIR AND THE LEFT WING TIP HIT THE RUNWAY. THE PILOT CORRECTED WITH RIGHT RUDDER AND AILERON AND ADDED POWER. SUBSEQUENTLY, THE RIGHT WING TIP HIT THE RUNWAY. THE AIRCRAFT THEN SLID A SHORT DISTANCE ON ITS NOSE AND STOPPED IN THE CENTER OF THE RUNWAY.

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 - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1635 hours (Total, all aircraft), 275 hours (Total, this make and model), 1570 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N197V
Model/Series:	180G 180G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	180-51416
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	923 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-R
Registered Owner:	GENERAL ENGINEERING ASSOC., IN	Rated Power:	230 Horsepower
Operator:	GENERAL ENGINEERING ASSOC., IN	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:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLARION , PA	Type of Flight Plan Filed:	None
Destination:	DUBOIS , PA	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	DUBOIS-JEFFERSON COUNTY DUJ	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5505 ft / 100 ft	VFR Approach/Landing:	None

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:	41.140377,-78.72953(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 28, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70511>

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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](#).