



Aviation Investigation Final Report

Location:	DULUTH, Minnesota	Accident Number:	CHI82DA104
Date & Time:	March 29, 1982, 13:28 Local	Registration:	N4649B
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS MAKING TOUCH AND GO LANDINGS ON RUNWAY09 WHILE PREPARING FOR A FLIGHT CHECK. AFTER LANDING, HE PROCEEDED TO OPEN THE COWL FLAPS AND PUSH IN THE CARBURETOR HEAT CONTROL. HE STATED THAT AT THAT TIME, HE LET THE AILERONS GO TO A NEUTRAL POSITION AND THE WIND PICKED UP HIS RIGHT WING. HE REPORTED THAT THE WIND BLEW THE PLANE TO THE LEFT SIDE OF THE RUNWAY WHERE THE LEFT WING CAUGHT A RUNWAY "MARKER BEACON" AND SPUN AROUND. THE PLANE STRUCK A SNOWBANK AND FLIPPED OVER. THE PILOT REPORTED THAT THE WIND WAS GUSTING TO 20 KNOTS.

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 - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - RUNWAY LIGHT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Student	Age:	25, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 4, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	66 hours (Total, all aircraft), 66 hours (Total, this make and model), 35 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4649B
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	2500
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5845 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-J
Registered Owner:	DALE F. WILKINS	Rated Power:	265 Horsepower
Operator:	DALE F. WILKINS	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:	DLH	Distance from Accident Site:	
Observation Time:	13:29 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Overcast / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	39°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUPERIOR , WI (SUW)	Type of Flight Plan Filed:	None
Destination:	WEATHERFORD , OK	Type of Clearance:	
Departure Time:	13:10 Local	Type of Airspace:	

Airport Information

Airport:	DULUTH INTL AIRPORT DLH	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	
Runway Length/Width:	10152 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	46.780574,-92.110473(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 29, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70517>

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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](#).