



Aviation Investigation Final Report

Location:	WADSWORTH, Ohio	Accident Number:	ATL87DEI01
Date & Time:	January 2, 1987, 16:11 Local	Registration:	N3296D
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE REPORTEDLY COMPLETED AN NDB APPCH TO RWY 02. THE PLT REPORTED THAT HE CIRCLED THE RWY TWICE AFTER ARRIVING AT THE ARPT TO CHECK THE RWY CONDITION. HE SUBSEQUENTLY LANDED ON RWY 20 WHERE HE 'IMPACTED SOMETHING ON RUNWAY OR HIT AIR POCKET, DID NOT KNOW'. HE THEN 'ADDED POWER TO MAINTAIN CONTROL OF (ACFT).' FROM THAT POINT ON HE WAS UNABLE TO REMEMBER THE REMAINING EVENTS. A WITNESS REPORTED SEEING THE ACFT DESCEND NOSE-DOWN ALMOST VERTICALLY FROM LESS THAN 100 FT AGL, AND SUBSEQUENTLY IMPACT THE GROUND. THE POINT OF IMPACT WAS APPROX 2000 FT OF THE DEPARTURE END OF RWY 20.

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 - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	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:	September 4, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	571 hours (Total, all aircraft), 319 hours (Total, this make and model), 319 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3296D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	459345J
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 8, 1986 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3584 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470 R
Registered Owner:	DANE H JORGENSEN	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLE ,1228 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Unknown	Visibility	2 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	N/A - None - Smoke		
Departure Point:	STATESVILLE , NC (SVH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	WADSWORTH MUNI 3G3	Runway Surface Type:	Asphalt
Airport Elevation:	987 ft msl	Runway Surface Condition:	Snow
Runway Used:	2	IFR Approach:	ADF/NDB
Runway Length/Width:	3535 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	41.019596,-81.730247(est)

Administrative Information

Investigator In Charge (IIC):	France, Robert
Additional Participating Persons:	JOHN JOHNSON; GLEVELAND , OH
Original Publish Date:	May 9, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7223

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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](#).