



Aviation Investigation Final Report

Location:	Missoula, Montana	Accident Number:	WPR10CA333
Date & Time:	July 1, 2010, 16:30 Local	Registration:	N3642C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll the airplane encountered a gust of wind. The airplane veered to the right and the left wing scraped the ground. The airplane sustained substantial damage to the left wing, left wing rear spar, and left horizontal stabilizer. The pilot reported the wind as 350 degrees at 20 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind conditions and failure to maintain directional control during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 10, 2009
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 17000 hours (Total, all aircraft), 7000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3642C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31140
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	O-470 SERIES
Registered Owner:	Paul E. Iverson	Rated Power:	230 Horsepower
Operator:	Paul E. Iverson	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMSO,3206 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	25°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Polson, MT (8S1)	Type of Flight Plan Filed:	Unknown
Destination:	Missoula, MT (KMSO)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Missoula KMSO	Runway Surface Type:	Asphalt
Airport Elevation:	3206 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	Unknown
Runway Length/Width:	9501 ft / 150 ft	VFR Approach/Landing:	Unknown

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:	46.916389,-114.090553(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Cliff Carpenter; Federal Aviation Administration; Helena, MT
Original Publish Date:	October 21, 2010
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.ntsb.gov/Docket?ProjectID=76549

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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](#).