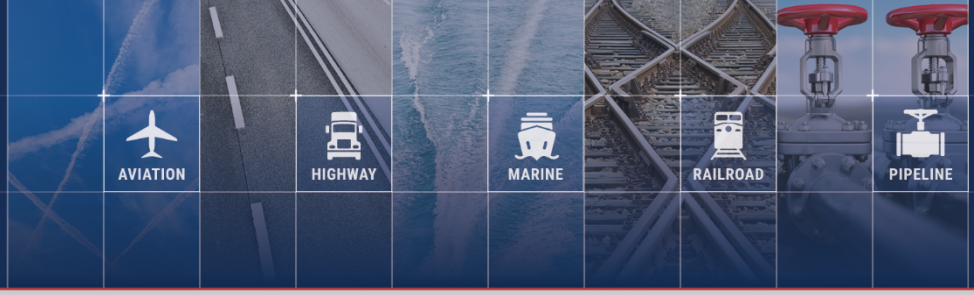

Aviation Investigation Final Report

Location:	Summner, Maine	**Accident Number:**	ERA11CA024
Date & Time:	October 17, 2010, 09:30 Local	**Registration:**	N2576K
Aircraft:	Cessna 180	**Aircraft Damage:**	Substantial
Defining Event:	Aerodynamic stall/spin	**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, while the airplane was on final approach at the destination airport, it encountered a downdraft and he was unable to arrest the descent rate, even with full power. A witness stated that the wind at the airport at the time of the accident was 8-10 knots. The nearest weather reporting station also reported that the wind was from 360 degrees at 6 knots. Another witness also reported that the pilot of the accident airplane would usually approach at a slow approach speed for landing. Review of a video recording that was made at the airport on the day of the accident also confirmed that there was little or no wind present during the accident, and that the airplane appeared to approach the runway at a slower airspeed than similar airplanes. Further review of the video also revealed that, while on short final, the airplane had developed a high sink rate and rapidly rolled to the right just prior to impact with the turf runway. No sound of an increase of engine power was recorded until just prior to ground contact. During an interview, the pilot stated there were no mechanical malfunctions with the airplane. Examination of the airplane by a Federal Aviation Administration inspector revealed that during the accident the airplane incurred substantial structural damage to the landing gear assembly bulkhead.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed while on final approach resulting in an aerodynamic stall and a subsequent hard landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Landing	Aerodynamic stall/spin (Defining event)
Landing-flare/touchdown	Hard landing

Pilot Information

Certificate:	Commercial	**Age:**	70,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	May 13, 2010
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	January 2, 2010
Flight Time:	5057 hours (Total, all aircraft), 3000 hours (Total, this make and model), 78 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N2576K
Model/Series:	180 K	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18052998
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	September 28, 2010 Annual	**Certified Max Gross Wt.:**	2800 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3035 Hrs as of last inspection	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	O470
Registered Owner:	Clinton Goodhue	**Rated Power:**	230 Horsepower
Operator:	Clinton Goodhue	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	LEW,288 ft msl	**Distance from Accident Site:**	21 Nautical Miles
Observation Time:	09:35 Local	**Direction from Accident Site:**	160°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	360°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.71 inches Hg	**Temperature/Dew Point:**	10°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sidney, ME	**Type of Flight Plan Filed:**	VFR
Destination:	Summner, ME	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	East Sumner N/A	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	44.693435,-69.381935(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Dan Jockett; FAA/FSDO; Portland, ME
Original Publish Date:	May 16, 2011
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=77606

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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.