



Aviation Investigation Final Report

Location:	Greencastle, Indiana	Accident Number:	CEN13LA459
Date & Time:	July 25, 2013, 11:00 Local	Registration:	N28RR
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

When the pilot applied the airplane's wheel brakes during the landing roll on an asphalt runway, he heard a "metal clanging noise." The airplane veered off the right side of the runway and tipped over on the left wing. This landing was the pilot's first landing on an asphalt surface since the brakes had been serviced and the right brake pads replaced. Most of the pilot's previous landings had been performed on grass strips. During a postaccident examination, the right brake assembly was disassembled and no preaccident malfunctions were found with the brake, its associated brake lines, or the master cylinder.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive application of the right brake during the landing, which resulted in a runway excursion.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Recent experience - Pilot

Factual Information

History of Flight

Landing-landing roll	Abrupt maneuver (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

On July 25, 2013, about 1100 eastern daylight time, a Cessna 180H airplane, N28RR, impacted the ground after landing at the Putnam County Airport (4I7), Greencastle, Indiana. The pilot, the sole occupant, was not injured. The airplane sustained substantial damage to the left wing spar and the left horizontal stabilizer spar. The airplane was registered to and operated by Quinet Life and Casualty Corporation under the provisions of 14 Code of Federal Regulations Part 91 as personal flight. Visual meteorological conditions prevailed for the flight which operated without a flight plan. The flight originated from Sheridan Airport (5I4), Sheridan, Indiana, at 1030 and was destined for 4I7.

According to the pilot, he stated that when the airplane touched down on the runway and the brakes were applied, he heard a "metal clanging noise"; the airplane immediately made a hard right turn, exited the runway, and tipped over on the left wing. According to the responding Federal Aviation Administration (FAA) inspector, this was the pilot's first landing on an asphalt surface since the brakes had been serviced and that his previous landings had all been on grass strips. The right wheel brake pads were replaced on May 10, 2013.

According to the airport manager who was a witness to the landing, the pilot made a normal landing on the runway. He looked away for a minute and then heard a crash. He spoke with the pilot after the accident; the pilot stated that the right brake "chattered" and made a sharp right turn.

A postaccident examination was conducted by the FAA inspector. The right brake assembly was disassembled and no preaccident malfunctions or anomalies were found with the brake, its associated brake lines, or the master cylinder.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 3 With waivers/limitations	Last FAA Medical Exam:	October 10, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	702 hours (Total, all aircraft), 363 hours (Total, this make and model), 702 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N28RR
Model/Series:	180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052241
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2013 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1933 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	QUINET LIFE & CASUALTY CORP	Rated Power:	230 Horsepower
Operator:	QUINET LIFE & CASUALTY CORP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHUF, 589 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	10:52 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sheridan, IN (514)	Type of Flight Plan Filed:	None
Destination:	Greencastle, IN (417)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:	Putnam County Airport 417	Runway Surface Type:	Asphalt
Airport Elevation:	842 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4987 ft / 100 ft	VFR Approach/Landing:	Full stop; Straight-in

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:	39.633609, -86.813613 (est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Lewis S Greer; Federal Aviation Administration; Indianapolis, IN
Original Publish Date:	January 30, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=87674

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