



# Aviation Investigation Final Report

<b>Location:</b>	Greencastle, Indiana	<b>Accident Number:</b>	CEN13LA459
<b>Date &amp; Time:</b>	July 25, 2013, 11:00 Local	<b>Registration:</b>	N28RR
<b>Aircraft:</b>	Cessna 180H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abrupt maneuver	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Personnel issues</b>	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

<b>Certificate:</b>	Private	<b>Age:</b>	69,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 10, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	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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