



Aviation Investigation Final Report

Location:	EVELETH, Minnesota	Accident Number:	CHI95LA168
Date & Time:	May 25, 1995, 08:04 Local	Registration:	N8611X
Aircraft:	CESSNA 180D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IN HIS WRITTEN STATEMENT THE PILOT REPORTED THAT HE USED WHAT HE BELIEVED WAS 20 DEGREES OF FLAPS AND TURNED ONTO FINAL APPROACH AT AN AIRSPEED OF 80 KNOTS WITH THE POWER SET AT 15 INCHES OF MANIFOLD PRESSURE. AS HE FLEW OVER THE TREES PRIOR TO THE THRESHOLD, HE HEARD THE STALL WARNING INDICATOR. HE APPLIED FULL POWER AND THE AIRPLANE IMPACTED THE RUNWAY. THE AIRPLANE BOUNCED AND THE RIGHT WING IMPACTED BUSHES ALONG THE SIDE OF THE RUNWAY. THE PILOT REPORTED THAT HE EXAMINED THE AIRPLANE FOLLOWING THE ACCIDENT AND DISCOVERED THE FLAPS WERE IN THE 30 DEGREE POSITION. HE REPORTED THAT HE HAD NEVER LANDED THE AIRPLANE IN THIS CONFIGURATION BEFORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper setting of the flaps to the 30 degree position and an excessive descent rate during the landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
2. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

Factual Information

On May 25, 1995, at 0804 central daylight time, a Cessna 180D, sustained substantial damage during landing at the Sky Harbor Seaplane Base in Eveleth, Minnesota. The private pilot and two passengers reported no injuries. The personal, 14 CFR Part 91 flight originated in Milwaukee, Wisconsin. Visual meteorological conditions prevailed and an IFR flight plan was filed.

In his written statement the pilot reported that he used what he believed was 20 degrees of flaps and turned onto final approach at an airspeed of 80 knots with the power set at 15 inches of manifold pressure. As he flew over the trees prior to the threshold, he heard the stall warning indicator. He applied full power and the airplane impacted the runway. The airplane bounced and the right wing impacted bushes along the side of the runway.

The pilot reported that he examined the airplane following the accident and discovered the flaps were in the 30 degree position. He reported that he had never landed the airplane in this configuration before.

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 20, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3700 hours (Total, all aircraft), 2952 hours (Total, this make and model), 3700 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8611X
Model/Series:	180D 180D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18015011
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 20, 1995 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4120 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-R
Registered Owner:	HENRY F. ROEPKE	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILWAUKEE , WI (MWK)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	05:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	SKY HARBOR SEAPLANE BASE 9Y5	Runway Surface Type:	Grass/turf
Airport Elevation:	1376 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1800 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	47.46067,-92.540863(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	RUDY HARTLEBEN; MINNEAPOLIS , MN
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9900

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