



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JEFFERSONVILLE, IN	<b>Accident Number:</b>	CHI00LA233
<b>Date &amp; Time:</b>	08/01/2000, 1645 EST	<b>Registration:</b>	N1774C
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported he was practicing takeoffs and landings on runway 18 with the winds from 240 at 7 knots. The pilot reported that he made two wheel landings and one full stall landing without incident. He reported that on the fourth landing, which was going to be a full stall, the airplane bounced and became airborne. He continued to report that he let the airplane settle back to the runway in a three-point attitude. He reported the next thing he remembered was the airplane veered to the right, the left wing tip contacted the ground, and the airplane nosed over. The pilot stated the airplane stayed on the runway and he exited the airplane through the left side door.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain directional control of the airplane while landing. A factor associated with the accident was the crosswind.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On August 1, 2000, at 1645 eastern standard time, a Cessna 180, N1774C, experienced a bounced landing and nose over during touchdown on runway 18 (5,500 feet by 75 feet, dry asphalt) at the Clark County Airport, Jeffersonville, Indiana. The Airline Transport Rated pilot on board was not injured. The airplane was substantially damaged. Visual meteorological conditions existed and no flight plan was filed. The flight which originated at about 1605 eastern standard time from Louisville, Kentucky, was being operated as a personal flight under 14 CFR Part 91.

The pilot reported that he departed Bowman Airport in Louisville and flew to the Clark County Airport to practice takeoffs and landings. He reported that the winds at Louisville were from 240 degrees at 7 knots and that the winds at Clark County were about the same. The pilot reported that he made two wheel landings and one full stall landing without incident. He reported that on the fourth landing, which was going to be a full stall, the airplane bounced and became airborne. He continued to report that he let the airplane settle back to the runway in a three-point attitude. He reported the next thing he remembered was the airplane veered to the right, the left wing tip contacted the ground, and the airplane nosed over. The pilot stated the airplane stayed on the runway and he exited the airplane through the left side door.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer; Military	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/08/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3644 hours (Total, all aircraft), 16 hours (Total, this make and model), 1108 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1774C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30474
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/17/1999, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2417 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	CHARLES R. KINSLOW, JR	Rated Power:	225 hp
Operator:	CHARLES R. KINSLOW, JR	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	LOUISVILLE, KY (LOU)	Type of Flight Plan Filed:	None
Destination:	(JYV)	Type of Clearance:	None
Departure Time:	1605 EST	Type of Airspace:	Class E

## Airport Information

Airport:	CLARK COUNTY (JYV)	Runway Surface Type:	Concrete
Airport Elevation:	474 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	5500 ft / 75 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	05/18/2001
Additional Participating Persons:	IZIA ISKOVITZ; INDIANAPOLIS, IN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).