



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Missoula, MT	<b>Accident Number:</b>	WPR10CA333
<b>Date &amp; Time:</b>	07/01/2010, 1630 MDT	<b>Registration:</b>	N3642C
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that during the landing roll the airplane encountered a gust of wind. The airplane veered to the right and the left wing scraped the ground. The airplane sustained substantial damage to the left wing, left wing rear spar, and left horizontal stabilizer. The pilot reported the wind as 350 degrees at 20 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind conditions and failure to maintain directional control during the landing roll.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Response/compensation (Cause)

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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### Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	12/10/2009
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 17000 hours (Total, all aircraft), 7000 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N3642C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31140
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	O-470 SERIES
Registered Owner:	Paul E. Iverson	Rated Power:	230 hp
Operator:	Paul E. Iverson	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KMSO, 3206 ft msl	Observation Time:	1653 MDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	25°C / 7°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 310°	Visibility (RVR):	
Altimeter Setting:	29.9 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Polson, MT (8S1)	Type of Flight Plan Filed:	Unknown
Destination:	Missoula, MT (KMSO)	Type of Clearance:	Unknown
Departure Time:	MDT	Type of Airspace:	

## Airport Information

Airport:	Missoula (KMSO)	Runway Surface Type:	Asphalt
Airport Elevation:	3206 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	Unknown
Runway Length/Width:	9501 ft / 150 ft	VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

Investigator In Charge (IIC):	Jefferey R Rich	Adopted Date:	10/21/2010
Additional Participating Persons:	Cliff Carpenter; Federal Aviation Administration; Helena, MT		
Publish Date:	10/21/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76549">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76549</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.