



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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.

## Flight Events

Landing-landing roll - Loss of control on ground

## Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Response/compensation - C

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	(Estimated) 17000 hours (Total, all aircraft), 7000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N3642C
<b>Model/Series:</b>	180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Paul E. Iverson	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KMSO, 3206 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	9 knots, 310°
<b>Temperature:</b>	25° C / 7° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Polson, MT (851)	<b>Destination:</b>	Missoula, MT (KMSO)

## Airport Information

<b>Airport:</b>	Missoula (KMSO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	29	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	9501 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jefferey R Rich	<b>Adopted Date:</b>	10/21/2010
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76549">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76549</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.