



Aviation Investigation Final Report

Location:	MORIARTY, New Mexico	Accident Number:	GAA19CA097
Date & Time:	December 15, 2018, 09:40 Local	Registration:	N188H
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, after landing, while exiting onto the taxiway, he decided to "cut the corner" instead of following the taxiway centerline. He did not see the parked glider to his right, and at the last second, he applied brakes. Subsequently, the airplane's tail rose, and the elevator struck the glider's vertical and horizontal stabilizer.

The airplane sustained substantial damage to the right elevator.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to see and avoid a parked glider while taxiing from the runway.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2018
Flight Time:	1700 hours (Total, all aircraft), 900 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N188H
Model/Series:	180 B	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18050652
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 1, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3854 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-470-50
Registered Owner:		Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	0E0,6202 ft msl	Distance from Accident Site:	
Observation Time:	16:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	1°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Estancia, NM (E92)	Type of Flight Plan Filed:	None
Destination:	MORIARTY, NM (0E0)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MORIARTY MUNI 0E0	Runway Surface Type:	Asphalt
Airport Elevation:	6204 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	7702 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.970001,-106(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Ken Hand; FAA; Albuquerque, NM
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98777

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).