



# Aviation Investigation Final Report

<b>Location:</b>	Cut Bank, Montana	<b>Accident Number:</b>	GAA18CA404
<b>Date &amp; Time:</b>	July 9, 2018, 12:00 Local	<b>Registration:</b>	N180GB
<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		

## Analysis

According to the pilot in the tailwheel-equipped airplane, he circled the airport to check the wind direction and speed and then he initiated a final approach about 70 knots with 3 notches of flaps. He reported that the airplane encountered a wind gust before he initiated the landing flare. Upon touchdown, the airplane bounced, and he applied forward yoke pressure. The airplane began to drift right of the runway centerline during the landing roll, and he applied left rudder and left aileron to counter the drift, but when the tailwheel touched down, the airplane veered left. He applied right rudder and right brake, but the right main landing gear collapsed, the left wing lifted, and the right wing struck the ground. The airplane exited the left side of the runway, and it came to rest in the grass safety area.

The airplane sustained substantial damage to right wing spar.

The pilot reported that, about the time of the accident, the wind was about 7 knots from the west-southwest. The pilot landed the airplane on runway 32.

The METAR at the airport reported that, about the time of the accident, the wind was calm and the skies were clear.

The pilot reported that there were no mechanical malfunctions or failures 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 maintain directional control during the landing roll.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Landing gear collapse
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial	Age:	65,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 27, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2017
Flight Time:	(Estimated) 3163.1 hours (Total, all aircraft), 176.5 hours (Total, this make and model), 3141.6 hours (Pilot In Command, all aircraft), 118.4 hours (Last 90 days, all aircraft), 58.7 hours (Last 30 days, all aircraft), 8.6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N180GB
<b>Model/Series:</b>	180 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1953	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30498
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 20, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4273.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>		<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCTB,3838 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:56 Local	<b>Direction from Accident Site:</b>	172°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Red Deer (CYQE)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Cut Bank, MT (CTB )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:12 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	CUT BANK INTL CTB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3857 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5300 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	48.608333,-112.376113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Thomas Hillesland; FAA; Helena, MT
<b>Original Publish Date:</b>	June 5, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97720">https://data.nts.gov/Docket?ProjectID=97720</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).