



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Kent, Washington	Accident Number:	GAA18CA373
Date & Time:	June 20, 2018, 12:00 Local	Registration:	N9130T
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that, after touchdown, he applied "too much brake," and the tailwheel-equipped airplane came to rest in a nose-down position, the propeller struck the ground, and the airplane then came to rest vertically on its nose and right wingtip.

The airplane sustained substantial damage to the right wing.

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 use of excessive braking during the landing roll, which resulted in the airplane coming to rest nose down.

Findings

Aircraft	Landing gear brakes system - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground
Landing-landing roll	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 19, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 25, 2017
Flight Time:	(Estimated) 1171 hours (Total, all aircraft), 10 hours (Total, this make and model), 1048 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	64,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9130T
Model/Series:	180 B	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50630
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 9, 2018 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2682.1 Hrs	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:		Rated Power:	230 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:	KZSE, 325 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	225°
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:	29.95 inches Hg	Temperature/Dew Point:	29°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Auburn, WA (S50)	Type of Flight Plan Filed:	VFR
Destination:	Kent, WA (S36)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORMAN GRIER FIELD S36	Runway Surface Type:	Asphalt
Airport Elevation:	472 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3288 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.337223,-122.103614(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Donald Bacon; FAA; Seattle , WA
Original Publish Date:	March 18, 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=97565

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](#).