



Aviation Investigation Final Report

Location:	Limington, Maine	Accident Number:	GAA19CA214
Date & Time:	April 14, 2019, 15:20 Local	Registration:	N4796B
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after touchdown, during the landing roll, airplane ground looped and veered right. He corrected with left aileron and rudder, but the airplane continued right, exited the runway, and rolled over a snowbank. Subsequently, the airplane became momentarily airborne and then touched down again. The left main landing gear (MLG) sank into the snow, and the propeller, left MLG, and left wingtip impacted terrain.

The airplane sustained substantial damage to the left-wing rib.

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 maintain directional control during touchdown, which resulted in runway excursion onto snow.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Snowy/icy terrain - Effect on operation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 3 With waivers/limitations	Last FAA Medical Exam:	May 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 25, 2017
Flight Time:	(Estimated) 315 hours (Total, all aircraft), 62 hours (Total, this make and model), 255 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4796B
Model/Series:	180 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31694
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 6, 2018 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3667.71 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-470-J
Registered Owner:		Rated Power:	225 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:	KPWM, 45 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	19:51 Local	Direction from Accident Site:	114°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	13°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fryeburg, ME (IZG)	Type of Flight Plan Filed:	VFR
Destination:	Limington, ME (63B)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Limington-Harmon 63B	Runway Surface Type:	Asphalt
Airport Elevation:	292 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2973 ft / 50 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:	43.763053,-70.6725(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Paul Gallant; FAA; Portland, ME
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99283

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](#).