



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Mount Vernon, Washington | Accident Number: | GAA18CA164 |
| Date & Time: | March 9, 2018, 11:00 Local | Registration: | N9463C |
| Aircraft: | Cessna 180 | Aircraft Damage: | Substantial |
| Defining Event: | Abnormal runway contact | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot in the tailwheel-equipped airplane reported that, during landing, the airplane bounced, he added power, and the airplane settled on the runway. During the landing roll he lost directional control, the airplane exited the right side of the runway, and the left wing struck the ground. The pilot taxied the airplane to parking.

The airplane sustained substantial damage to the left-wing ribs and spar.

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 of the airplane during landing.

Findings

| | |
|-------------------------|---|
| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

| | |
|--------------------------------|--|
| Landing | Abnormal runway contact (Defining event) |
| Landing-flare/touchdown | Loss of control on ground |
| Landing-landing roll | Runway excursion |

Pilot Information

| | | | |
|----------------------------------|---|--|------------------|
| Certificate: | Airline transport; Flight instructor; Private | Age: | 49, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 | Last FAA Medical Exam: | October 24, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | November 4, 2017 |
| Flight Time: | (Estimated) 13000 hours (Total, all aircraft), 13 hours (Total, this make and model), 3100 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N9463C |
| Model/Series: | 180 UNDESIGNAT | Aircraft Category: | Airplane |
| Year of Manufacture: | 1955 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 31861 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | March 10, 2017 Annual | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5226.8 Hrs at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-470J |
| 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: | KBVS, 140 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 18:55 Local | Direction from Accident Site: | 139° |
| Lowest Cloud Condition: | Few / 1700 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 3200 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / 10 knots | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.04 inches Hg | Temperature/Dew Point: | 7°C / 3°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Enumclaw, WA (WA77) | Type of Flight Plan Filed: | None |
| Destination: | LOPEZ, WA (S31) | Type of Clearance: | None |
| Departure Time: | 09:30 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|---------------------------|
| Airport: | SKAGIT RGNL BVS | Runway Surface Type: | Asphalt |
| Airport Elevation: | 145 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 11 | IFR Approach: | None |
| Runway Length/Width: | 5478 ft / 100 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: | 48.470554,-122.421669(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | John Osborne; FAA; Seattle, WA |
| Original Publish Date: | September 10, 2018 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=96875 |

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](#).