



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Morgan, Utah	Accident Number:	GAA19CA219
Date & Time:	April 23, 2019, 20:15 Local	Registration:	N1628C
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 in the tailwheel-equipped airplane reported that, at dusk, he made a wheel landing on an asphalt runway near mountains. He recalled that, shortly after a normal touchdown and during the landing roll, the tail lifted, and the nose veered right. He applied rudder to correct, but the pilot overcorrected, and the airplane exited the left side of the runway. He aborted the landing, and the airplane began to climb, but the left wing struck a large bush, and the airplane then impacted terrain.

The airplane sustained substantial damage to both wings, the empennage, and the elevator.

The pilot reported that there were no preaccident 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, which resulted in a runway excursion and an attempted aborted landing and impact with bushes and terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 18, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 21, 2017
Flight Time:	(Estimated) 1098 hours (Total, all aircraft), 46 hours (Total, this make and model), 1073 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1628C
Model/Series:	180 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30328
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 10, 2018 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470J
Registered Owner:		Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KOGD,4470 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	6°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wells, NV (LWL)	Type of Flight Plan Filed:	None
Destination:	Wells, NV (LWL)	Type of Clearance:	VFR flight following
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Morgan County 42U	Runway Surface Type:	Asphalt
Airport Elevation:	5020 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3904 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:	41.148612,-111.767219(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Destin Hinton; FAA; Salt Lake City, UT
Original Publish Date:	March 20, 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=99307

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](#).