



Aviation Investigation Final Report

Location:	Monument Valley, Utah	Accident Number:	WPR23LA353
Date & Time:	September 21, 2023, 14:00 Local	Registration:	N63130
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he made an uneventful flight to the destination airport and configured the tailwheel-equipped airplane for landing. During the approach he noted that there was no unusual gust or crosswind, and he touched down on the main wheels just after the runway's identification numbers. On the landing roll, the pilot reduced the power to idle, and the tailwheel settled on the runway. The airplane encountered a sudden wind gust, raising the right wing. Despite the pilot's attempts to maintain directional control, the airplane ground-looped to the right and departed the runway surface. The airplane continued into a ditch and the left gear collapsed, resulting in the left wing contacting the ground. The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine.

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 after encountering a wind gust on the landing roll, which resulted in a ground loop.

Findings

Environmental issues	Gusts - Ability to respond/compensate
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	October 31, 2022
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 19, 2022
Flight Time:	4543 hours (Total, all aircraft), 688 hours (Total, this make and model), 4468 hours (Pilot In Command, all aircraft), 297 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N63130
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052831
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 6, 2023 Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	123 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6247 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	On file	Rated Power:	230
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:	KPGA, 4288 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	29°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Page, AZ (PGA)	Type of Flight Plan Filed:	None
Destination:	Monument Valley, UT	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Monument Valley Airport UT25	Runway Surface Type:	Asphalt
Airport Elevation:	5192 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3800 ft / 45 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.016667,-110.20068(est)

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Jon. Hanson; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	December 7, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193142

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).