



Aviation Investigation Final Report

Location:	Moab, Utah	Accident Number:	WPR23LA319
Date & Time:	August 15, 2023, 11:00 Local	Registration:	N9977N
Aircraft:	Cessna 180J	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 during the landing roll, the airplane veered right, exited the runway, and ground looped. Subsequently, the left wing sustained substantial damage. The pilot reported no mechanical anomalies or failures that would have precluded normal operations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control during landing, which resulted in a ground loop.

Findings

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, 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:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 7, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 2, 2022
Flight Time:	(Estimated) 1436 hours (Total, all aircraft), 93 hours (Total, this make and model), 1341 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9977N
Model/Series:	180J	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052632
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	July 27, 2023 100 hour	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	18.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P-Ponk
ELT:	C126 installed, not activated	Engine Model/Series:	O-470-50
Registered Owner:	Mesha Holding LLC	Rated Power:	265 Horsepower
Operator:	Mesha Holding LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCNY, 4551 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	224°
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:	30.3 inches Hg	Temperature/Dew Point:	30°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moab, UT	Type of Flight Plan Filed:	None
Destination:	Moab, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Canyonlands Regional Airport CNY	Runway Surface Type:	Asphalt
Airport Elevation:	4579 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7360 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:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.757631,-109.75346

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Gordon Behunan; FAA; Salt Lake, 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=192919

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).