



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Osceola, Iowa	Accident Number:	CEN23LA251
Date & Time:	June 21, 2023, 15:10 Local	Registration:	N3127C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the crosswind landing, the tailwheel equipped airplane touched down about 10 knots too fast, and the tailwheel started to shimmy. The flight instructor assisted the pilot with the controls as the airplane exited the runway into the adjacent grass area. However, the pilot was unable to regain control and the airplane ground looped. According to the flight instructor, the pilot had previously demonstrated proficiency in the airplane. The flight instructor reported that he did not intervene in a timely manner. The airplane sustained substantial damage to the left wing and fuselage. 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 of the tailwheel equipped airplane during a crosswind landing.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery

Pilot Information

Certificate:	Commercial	Age:	38,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	July 25, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 17, 2022
Flight Time:	2548 hours (Total, all aircraft), 19 hours (Total, this make and model), 948 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	64,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	January 25, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 2, 2023
Flight Time:	3484 hours (Total, all aircraft), 16 hours (Total, this make and model), 3331 hours (Pilot In Command, all aircraft), 45.1 hours (Last 90 days, all aircraft), 15.1 hours (Last 30 days, all aircraft), 4.2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3127C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:	1954	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30926
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 15, 2023 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5453 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	CHAAR LLC	Rated Power:	230 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:	KI75,1115 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	8°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mount Vernon, IL (KMVN)	Type of Flight Plan Filed:	None
Destination:	Osceola, IA	Type of Clearance:	None
Departure Time:	13:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	OSCEOLA MUNI I75	Runway Surface Type:	Concrete
Airport Elevation:	1115 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.050787,-93.689237(est)

Administrative Information

Investigator In Charge (IIC): Rutt, Brian

Additional Participating Persons: Michael Massell; FAA - DSM FSDO

Original Publish Date: October 5, 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=192418>

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](#).