



Aviation Investigation Final Report

Location:	Stevens Point, Wisconsin	Accident Number:	CEN23LA236
Date & Time:	June 8, 2023, 17:30 Local	Registration:	N223WH
Aircraft:	Cessna 180G	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during the approach to the destination airport, the winds were reported as 040° and 340° at 8 kts. The pilot chose to land on runway 30 because the airport windsock was pointed almost straight down the runway. The airplane touched down smoothly during landing, and he had the control yoke back and the ailerons rotated slightly into the wind in anticipation of a crosswind. The pilot stated the crosswind came suddenly and lifted the right wing. He added left aileron and "strong" left rudder, but it was too late to regain control. The airplane ground looped and struck the runway surface. The airplane sustained substantial damage that included left wing damage inboard of the left wing tip, left aileron, and left elevator. The pilot stated there was no mechanical malfunction/failure of the airplane that would have precluded normal operation. The pilot stated that the accident could have been prevented by reducing flaps from 40° after landing and applying additional aileron control input.

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 landing that resulted in a ground loop and impact with the runway.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 18, 2023
Flight Time:	484 hours (Total, all aircraft), 14 hours (Total, this make and model), 447 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N223WH
Model/Series:	180G	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051355
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 5, 2023 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3012.5 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470R-35A
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	STE,1110 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	25°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hutchinson, MN (HLD)	Type of Flight Plan Filed:	None
Destination:	Stevens Point, WI	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Stevens Point Municipal Airport STE	Runway Surface Type:	Asphalt
Airport Elevation:	1110 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3535 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	44.545136,-89.530284(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Michael Brockel; Federal Aviation Administration, Milwaukee FSDO; Milwaukee, WI
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=192356

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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](#).