



Aviation Investigation Final Report

Location:	Agness, Oregon	Accident Number:	WPR23LA224
Date & Time:	June 10, 2023, 15:00 Local	Registration:	N1778C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that he decided to land on a gravel bar. Slightly before the gravel bar, he touched the main landing gear on the water prior to the gravel bar. He realized the airplane's ground speed was too low and the airplane's tail "started to come up". He added full engine power and "up elevator," but the airplane nosed over and came to rest inverted, in 1-2 feet of water. The rudder was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 sufficient airspeed and decision to touch down on the surface of the water, resulting in a nose over.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Pitch control - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Miscellaneous/other
Landing	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land; 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):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 21, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 26, 2023
Flight Time:	(Estimated) 2350 hours (Total, all aircraft), 60 hours (Total, this make and model), 2250 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	42, Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	13
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1778C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30478
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 9, 2023 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3747 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470J
Registered Owner:	On file	Rated Power:	225 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:	N/A, 46 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/ Terrain-Induced
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/ Unknown
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	18.3°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bandon, OR (S05)	Type of Flight Plan Filed:	None
Destination:	Agness, OR (n/a)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.4895,-124.2094

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Paul Kirschel; Federal Aviation Administration; Portland, OR
Original Publish Date:	October 20, 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=192357

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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](#).