



# Aviation Investigation Final Report

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<b>Location:</b>	Marion, Montana	<b>Accident Number:</b>	WPR20CA124
<b>Date &amp; Time:</b>	April 16, 2020, 14:30 Local	<b>Registration:</b>	N53ES
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during the landing roll, the airplane encountered a "heavy" wind gust that abruptly pushed the tail left. The pilot applied the brakes to regain directional control; however, as the "speed bled off," the elevator lost its effectiveness. The airplane nosed down, and the propeller then began striking the pavement, followed by the left wing, which sustained substantial damage. 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 loss of directional control and subsequent improper brake application during the landing roll in gusting wind conditions, which resulted in a nose-over.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Other weather encounter
<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 18, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 3, 2018
<b>Flight Time:</b>	(Estimated) 648 hours (Total, all aircraft), 93 hours (Total, this make and model), 518 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N53ES
<b>Model/Series:</b>	180 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1953	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30053
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 27, 2019 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3278.6 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-470-R25
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Bonnors Ferry, ID (65S )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Marion, MT (97MT)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:14 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CABIN CREEK LANDING 97MT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3999 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	02	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	48.07389,-114.67778(est)

## Administrative Information

**Investigator In Charge (IIC):** Smith, Maja

**Additional Participating Persons:**

**Original Publish Date:** September 21, 2020

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=101175>

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