



# Aviation Investigation Final Report

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<b>Location:</b>	Arlington, Washington	<b>Accident Number:</b>	WPR21LA189
<b>Date &amp; Time:</b>	May 7, 2021, 16:05 Local	<b>Registration:</b>	N31B
<b>Aircraft:</b>	Cessna 180J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that before landing, the automated weather report for the airport indicated the wind from 250° at 13 knots, gusting to 17 knots. During the landing in the tailwheel equipped airplane on runway 29, the airplane weathervaned hard to the left into the wind. Despite his actions to control the airplane during the crosswind landing, the airplane departed the runway, and both wings impacted terrain. The airplane came to rest in a nose down attitude. The right wing was substantially damaged. The pilot reported that shortly after the accident, the wind had increased to 23 knots. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 during landing, with a crosswind, which resulted in a runway excursion and subsequent impact with terrain.

## Findings

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

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 8, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24000 hours (Total, all aircraft), 2050 hours (Total, this make and model), 20109 hours (Pilot In Command, all aircraft), 215 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N31B
<b>Model/Series:</b>	180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	None	<b>Serial Number:</b>	18052431
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 1, 2020 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	65 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	11242 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	BOHON TODD R	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	BOHON TODD R	<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>	KAWO,137 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:56 Local	<b>Direction from Accident Site:</b>	4°
<b>Lowest Cloud Condition:</b>	Few / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Arlington, WA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Arlington, WA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ARLINGTON MUNI AWO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	141 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11/29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3498 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	48.16075,-122.15902(est)

## Administrative Information

**Investigator In Charge (IIC):** Swick, Andrew

**Additional Participating Persons:**

**Original Publish Date:** August 20, 2021

**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=103060>

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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](#).