



Aviation Investigation Final Report

Location:	Oshkosh, Wisconsin	Accident Number:	CEN22LA337
Date & Time:	July 22, 2022, 12:20 Local	Registration:	N669CB
Aircraft:	Cessna 180J	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 landing roll to runway 18R the airplane encountered a strong gust of wind and the airplane turned to the right. The pilot was unable to correct, and the airplane rotated 270°. The airplane tipped up on the left wing and left horizontal stabilizer which resulted in substantial damage to the left horizontal stabilizer and aileron. The pilot stated that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operations. At the time of the accident the wind was from 270° at 8 knots with gusts to 20 knots.

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 the landing roll with a gusty crosswind.

Findings

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-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 With waivers/limitations	Last FAA Medical Exam:	February 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 14, 2021
Flight Time:	896 hours (Total, all aircraft), 698 hours (Total, this make and model), 868 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N669CB
Model/Series:	180J	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052725
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 12, 2022 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-520
Registered Owner:	On file	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:	KOSH, 785 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	328°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	29°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Washington, IA (KAWG)	Type of Flight Plan Filed:	None
Destination:	Oshkosh, WI	Type of Clearance:	VFR flight following
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	WITTMAN RGNL OSH	Runway Surface Type:	Concrete
Airport Elevation:	808 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	8002 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.98,-88.55

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Timothy Spreen; FAA FSDO; Milwaukee, WI
Original Publish Date:	December 2, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105564

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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](#).