



Aviation Investigation Final Report

Location:	LOGAN, Utah	Accident Number:	DEN88LA086
Date & Time:	March 24, 1988, 15:45 Local	Registration:	N9393C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT HE WAS ON A FLIGHT FROM COLORADO SPRINGS TO PORTLAND, OREGON. HE SAID HE PLANNED TO REFUEL IN THE LOGAN/MALAD CITY, IDAHO AREA. AFTER CROSSING A RIDGELINE IN THE MOUNTAINOUS TERRAIN EAST OF LOGAN, THE FLT ENCOUNTERED LOW CEILINGS AND SNOW SHOWERS. UNABLE TO CROSS THE NEXT RIDGELINE IN VISUAL METEOROLOGICAL CONDITIONS, AND HAVING BEEN AIRBORNE FOR NEARLY FIVE HOURS, THE PLT ELECTED TO LAND ON A PAVED HIGHWAY. DURING THE LANDING, ONE OF THE MAIN LANDING GEAR WHEELS RAN OFF THE SIDE OF THE ROADWAY INTO SOFT EARTH AND THEN INTO THE DITCH WHERE THE ACFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROADWAY/HIGHWAY
6. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	620 hours (Total, all aircraft), 140 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9393C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31791
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 1988 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	MICHAEL L. WARBINGTON	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	Moderate - Showers - Snow		
Departure Point:	COLORADO SPRGS , CO (00V)	Type of Flight Plan Filed:	None
Destination:	LOGAN , UT	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.720954,-111.84082(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	RICHARD STEDNITZ; SALT LAKE CITY , UT
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17461

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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](#).