



Aviation Investigation Final Report

Location:	Modesto, California	Accident Number:	WPR24LA043
Date & Time:	November 28, 2023, 16:40 Local	Registration:	N9991N
Aircraft:	Cessna 180J	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while landing in a tailwind, he lost directional control on the tail wheeled airplane, and it veered to the left. Subsequently, the main gear exited the runway surface and resulted in the airplane nosing over. The airplane sustained substantial damage to the vertical stabilizer and left-wing strut. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure of the pilot to maintain directional control of the airplane during landing, which resulted in a nose over.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	80, 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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 17, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 28, 2023
Flight Time:	(Estimated) 2615 hours (Total, all aircraft), 2500 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9991N
Model/Series:	180J	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052646
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 31, 2023 Continuous airworthiness	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5800 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	On file	Rated Power:	
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:	KMOD,87 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	218°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	17°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Diego, CA (MYF)	Type of Flight Plan Filed:	IFR
Destination:	Modesto, CA	Type of Clearance:	IFR
Departure Time:	01:40 Local	Type of Airspace:	Class C

Airport Information

Airport:	MODESTO CITY-COUNTY-HARRY SHAM FLD MOD	Runway Surface Type:	Asphalt
Airport Elevation:	99 ft msl	Runway Surface Condition:	Dry
Runway Used:	10L/28R	IFR Approach:	ILS
Runway Length/Width:	5904 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.63,-120.95(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Todd Lambeth; FAA; Fresno, CA
Original Publish Date:	January 10, 2024
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=193447

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).