



Aviation Investigation Final Report

Location:	COTTONWOOD, Arizona	Accident Number:	LAX89LA179
Date & Time:	May 3, 1989, 18:30 Local	Registration:	N9924N
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS ON DOWNWIND FOR THE AIRPORT WHEN HE NOTICED A DIRECT CROSSWIND FROM APPROXIMATELY 230 DEGREES. HE SAID HE HAD THE AIRPLANE DOWN ON ALL WHEELS ON RUNWAY 14 WHEN A GUST OF WIND CAUGHT THE PLANE AND SPUN IT TO THE RIGHT. THE LEFT WING AND LEFT STABILIZER IMPACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER FLIGHT PLANNING/DECISION BY THE PIC WHEN HE DECIDED TO LAND WITH SUCH A CROSSWIND, AND NOT MAINTAINING COMPENSATION FOR THE CROSSWIND AFTER HE DECIDED TO ATTEMPT THE LANDING.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	28, 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-w/ waivers/lim	Last FAA Medical Exam:	November 29, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	112 hours (Total, all aircraft), 61 hours (Total, this make and model), 37 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9924N
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052579
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 21, 1988 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1725 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-S
Registered Owner:	ARIZONA NORTHERN EQUIPMENT	Rated Power:	235 Horsepower
Operator:	AZ NORTHERN EQUIPMENT INC.	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DURANGO , CO (5C00)	Type of Flight Plan Filed:	None
Destination:	(P52)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	COTTONWOOD P52	Runway Surface Type:	Asphalt
Airport Elevation:	3500 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	4250 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.750591,-112.010299(est)

Administrative Information

Investigator In Charge (IIC):	Isbell, Shelby
Additional Participating Persons:	RICHARD THOMAS; SCOTTSDALE , AZ
Original Publish Date:	March 29, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=26397

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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](#).