



# Aviation Investigation Final Report

<b>Location:</b>	ELKO, Nevada	<b>Accident Number:</b>	LAX94LA265
<b>Date &amp; Time:</b>	June 25, 1994, 10:00 Local	<b>Registration:</b>	N63419
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PILOT PLANNED TO EXAMINE CATTLE WHICH WERE LOCATED IN THE AREA AND TO MEET WITH ASSOCIATES. THE PILOT REPORTED THAT WHEN HE EXAMINED THE ROAD ON WHICH HE PLANNED TO LAND FROM THE AIR IT APPEARED TO BE SATISFACTORY. THE PILOT LANDED ON THE ROAD, DRIFTED LEFT, ENTERED THE SOFT DIRT SHOULDER, AND COLLIDED WITH A ROCK.

## 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 PROPER ALIGNMENT DURING LANDING ROLLOUT. FACTORS IN THE ACCIDENT WERE THE PRESENCE OF SOFT AND UNEVEN TERRAIN ADJACENT TO THE LANDING SITE.

## Findings

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

### Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On June 25, 1994, at 1000 Pacific daylight time, a Cessna 180, N63419, operated by the pilot, was substantially damaged during landing rollout on a dirt road about 75 miles north of Elko, Nevada. Visual meteorological conditions prevailed at the time of the business flight. Neither the private pilot nor passenger was injured. The flight originated from Elko, Nevada, at 0930. The pilot reported to the National Transportation Safety Board that he planned to examine cattle which were located in the area and to meet with associates. The pilot stated that when he examined the road from aloft it appeared to be satisfactory for landing. The pilot landed on the road, drifted left, and then entered the soft dirt shoulder.

In the pilot's completed Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1, he wrote that he landed too close to a bar pit and hit a rock which broke the left landing gear. The airplane then veered off the road and, as the airplane slowed, its wings and horizontal stabilizer were bent.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 26, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N63419
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052844
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 3, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	796 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	SAMUEL KENT HOWARD	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	SAMUEL KENT HOWARD	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	COUNTY DIRT ROAD NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	6000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.949901,-115.79029(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	BEN E STEINMAN; RENO , NV
<b>Original Publish Date:</b>	January 12, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=28783">https://data.ntsb.gov/Docket?ProjectID=28783</a>

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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](#).