



# Aviation Investigation Final Report

<b>Location:</b>	HILLSBORO, Oregon	<b>Accident Number:</b>	SEA96LA064
<b>Date &amp; Time:</b>	February 27, 1996, 08:30 Local	<b>Registration:</b>	N9669B
<b>Aircraft:</b>	Cessna 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that after landing he taxied toward the fuel island. Just prior to the island, the left main landing gear rolled into an open manhole and the left wing contacted the surface. Maintenance personnel had removed the manhole cover earlier in the morning and failed to set up warning cones around the area.

## 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 identify the unsuitable taxi area, and the failure of airport maintenance personnel to properly identify a construction area.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAXI

### Findings

1. (F) AIRPORT FACILITIES, TAXIWAY CONDITION - CONSTRUCTION AREA
2. (C) OTHER AIRPORT/RUNWAY MAINTENANCE - NOT IDENTIFIED - AIRPORT PERSONNEL
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - NOT IDENTIFIED - PILOT IN COMMAND

## Factual Information

On February 27, 1996, at 0830 Pacific standard time, a Cessna 180A, N9669B, registered to and operated by the pilot as a 14 CFR 91 personal flight, collided with an open manhole while taxiing to the fuel island at the Hillsboro Airport, Hillsboro, Oregon. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot, the sole occupant, was not injured. The flight originated from Independence, Oregon, about one half hour before the accident.

The pilot reported that after landing he was taxiing to the fuel island when the left main landing gear rolled into an open manhole near the fuel island. The left wing contacted the surface, substantially damaging the wing and aileron.

Earlier in the morning, a work crew had removed the manhole cover, but did not place the orange warning cones around the area.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 1, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4830 hours (Total, all aircraft), 100 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9669B
<b>Model/Series:</b>	180A 180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32966
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 10, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4032 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	CHARLES M. MILTON	<b>Rated Power:</b>	
<b>Operator:</b>		<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>	HIO ,204 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	08:47 Local	<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>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	INDEPENDENCE , OR (7S5 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	PORTLAND-HILLSBORO HIO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	204 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.580379,-122.909271(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	GREGORY SIME; HILLSBORO , OR
<b>Original Publish Date:</b>	July 31, 1996
<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=42341">https://data.ntsb.gov/Docket?ProjectID=42341</a>

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