



Aviation Investigation Final Report

Location:	SUN VALLEY, Idaho	Accident Number:	SEA98LA032
Date & Time:	January 30, 1998, 18:38 Local	Registration:	N180AJ
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he had landed earlier on a plowed runway with hard-packed snow and ice surface conditions. He believed that while taxiing for turnaround at the end of the runway, the right-hand brake apparently became hydraulically locked due to engagement of the parking brake mechanism on that side. He stated that at no time was the parking brake handle pulled. He said his takeoff on the icy runway seemed normal, and he was completely unaware of the locked condition of the brake at that time. Upon touchdown at Hailey, the airplane immediately veered violently to the right and the brake remained locked. The airplane swerved to the right before nosing over. Investigation determined that the parking brake locking lever on the right brake cylinder was in its overcenter position, locking the brake.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadvertent actuation of the parking brake.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) PARKING BRAKES - INADVERTENT USE - PILOT IN COMMAND

Factual Information

On January 30, 1998, approximately 1838 mountain standard time, a Cessna 180, N180AJ, sustained substantial damage when it nosed over during the landing roll at Friedman Memorial Airport, Hailey, Idaho. The commercial pilot, the sole occupant, was uninjured. The flight, which had originated at Magic Reservoir, was conducted under 14 CFR 91. Visual meteorological conditions prevailed at the time of the accident. There was no report of the ELT actuating.

The pilot stated that he had landed at Magic Reservoir, a plowed runway with hard-packed snow and ice surface conditions. He believed that while taxiing for turnaround at the end of the runway, the right-hand brake apparently became hydraulically locked due to engagement of the parking brake mechanism on that side. He stated that at no time was the parking brake handle pulled. He said his takeoff on the icy runway seemed normal, and he was completely unaware of the locked condition of the brake at that time. Upon touchdown at Hailey, the airplane immediately veered violently to the right and the brake remained locked. The airplane swerved to the right before nosing over. Investigation determined that the parking brake locking lever on the right brake cylinder was in its overcenter position, locking the brake. The pilot reported that he never used the parking brake on this airplane.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 4, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2780 hours (Total, all aircraft), 460 hours (Total, this make and model), 2720 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180AJ
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31229
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 12, 1997 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4820 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	KEVIN R. KELLOGG	Rated Power:	230 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:	SUN ,5315 ft msl	Distance from Accident Site:	
Observation Time:	18:14 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MAGIC RESERVOIR, ID (U93)	Type of Flight Plan Filed:	None
Destination:	(KSUN)	Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	FRIEDMAN MEMORIAL SUN	Runway Surface Type:	Asphalt
Airport Elevation:	5315 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6602 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	43.770671,-114.619766(est)

Administrative Information

Investigator In Charge (IIC): Stockhill, Michael

Additional Participating Persons: JOHN BLACK;

Original Publish Date: December 8, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=42752>

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