



Aviation Investigation Final Report

Location:	COUNCIL, Idaho	Accident Number:	SEA99LA137
Date & Time:	August 10, 1999, 12:30 Local	Registration:	N7739K
Aircraft:	Cessna 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that the approach for landing was normal until touchdown, when the airplane bounced and became airborne. Prior to the second touchdown, a gust of wind hit the airplane, which weathervaned the airplane to the right. As the airplane touched down a second time, it traveled to the right. The pilot tried to correct with full left braking action, but the corrective action was unsuccessful and the airplane continued off the side of the runway, colliding with a dirt embankment. The wind conditions varied from calm to gusting conditions of varying intensity. The pilot reported that there were no mechanical failures or malfunctions with the airplane at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing. Gusting wind conditions and a dirt bank adjacent to the runway edge were factors.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On August 10, 1999, approximately 1230 Pacific daylight time, a Cessna 180J airplane, N7739K, operated by Baker Aircraft Inc. of Baker City, Oregon, on a nonscheduled 14 CFR 135 air taxi flight, was substantially damaged in a ground loop on landing at Oxbow Airport, a private airport operated by the Idaho Power Company in the Hell's Canyon area of the Snake River northwest of Council, Idaho. The commercial pilot-in-command of the aircraft and his passenger, an employee of the Idaho Power Company, were uninjured. The accident flight was a local flight out of the Oxbow Airport for the purpose of conducting a game survey. The flight was receiving company flight following at the time of the accident.

In a written statement, the pilot reported that upon returning to the airport, he flew along the east side of the canyon, traveling to the north to check the wind sock. The sock indicated a "slight" crosswind from the west. The pilot reversed course for landing to the south. The pilot reported that everything "appeared normal" until the touchdown, when the airplane bounced. When the airplane became airborne, a gust of wind from the west hit the airplane, which weathervaned to the right. The airplane touched down a second time and the airplane continued to the right. The pilot attempted to correct with full left braking action. The corrective action was unsuccessful and the airplane continued off the side of the runway, colliding with a dirt embankment. The airplane came to rest approximately 90 degrees to runway heading. The pilot reported on his NTSB accident report that no mechanical malfunction or failure was involved in the accident.

According to an FAA inspector who responded to the accident scene, the winds at the time of the accident varied from calm to southerly gusts of unknown intensity. The FAA inspector reported that the landing on the north-south, 2,900 by 50 foot, asphalt runway was to the south (the runway slopes uphill in this direction.) The FAA inspector reported finding initial contact marks approximately 700 to 800 feet down the runway, and that the contact marks observed were indicative of a bounce on landing. He stated that the second set of runway contact marks continued for an additional 600 to 700 feet, then arced right (to the west). The aircraft came to rest with its tail blocking the runway surface. The FAA inspector reported that in his post-accident inspection of the aircraft, he found no evidence of preexisting mechanical problems with the aircraft.

According to information about the airport obtained from the "AirNav" Internet airport and navigational aid database, the airport is located in the bottom of a deep narrow canyon.

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 8, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3532 hours (Total, all aircraft), 2259 hours (Total, this make and model), 3259 hours (Pilot In Command, all aircraft), 216 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7739K
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052714
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 23, 1999 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	38 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5764 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-S1B
Registered Owner:	MIKE TRINDLE	Rated Power:	230 Horsepower
Operator:	BAKER AIRCRAFT INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GLQA

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:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OR12)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	OXBOW AIRPORT OR12	Runway Surface Type:	Asphalt
Airport Elevation:	1806 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2900 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.889633,-116.540603(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	BOB ROUNTREE; BOISE , ID
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47023

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](#).