



Aviation Investigation Final Report

Location:	HEBER CITY, Utah	Accident Number:	DEN99LA153
Date & Time:	August 21, 1999, 20:20 Local	Registration:	N1630C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot said approaching dusk reduced visibility, and he decided not to continue his trip. He landed at Heber Valley Airport. As he applied brakes, the airplane veered to the right. The left wing struck the runway, and the airplane ground looped. A trail of brake fluid was found on the runway. The left brake line had separated from the caliper assembly. The threads were stripped out. There was no loop, or slack, in the brake line. The airplane had brake work done a year before the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The stripped threads and subsequent separation of the left hydraulic brake line leading to fluid loss and the pilot's inability to maintain directional control.

Findings

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

Findings

1. (C) HYDRAULIC SYSTEM,LINE - STRIPPED THREAD
2. (C) HYDRAULIC SYSTEM,LINE - SEPARATION
3. FLUID,HYDRAULIC - LOSS,PARTIAL

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE

Factual Information

On August 21, 1999, approximately 2020 mountain daylight time, a Cessna 180, N1630C, registered to and operated by the pilot, was substantially damaged when it collided with terrain during landing at Heber Valley-Russ McDonald Field, Heber City, Utah. The private pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the business flight being conducted under Title 14 CFR Part 91. The flight originated at Fullerton, California, at 1220 Pacific daylight time.

According to the pilot, "dusk seemed to set in quickly and visibility to the north was reducing rapidly." He decided not to continue further but land instead at Heber Valley Airport. He determined the winds were calm and was advised by another pilot that runway 21 was the active runway. He made a three point landing. As brakes were applied, the airplane veered to the right, the left wing struck the runway, and the airplane ground looped. According to the airport manager, a stain, similar to brake fluid, was found on the runway and led to where the airplane came to a halt.

An FAA airworthiness inspector examined the airplane and reported that the left brake line separated from the caliper assembly, stripping the threads. There was no loop, or slack, in the brake line. The airplane had brake work done a year before the accident.

Pilot Information

Certificate:	Private	Age:	68, 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:	December 21, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	371 hours (Total, all aircraft), 167 hours (Total, this make and model), 246 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1630C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30330
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 17, 1998 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4682 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-J
Registered Owner:	JAMES E. & PATSY A. DELANEY	Rated Power:	225 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:	Dusk
Observation Facility, Elevation:	PVU ,4491 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FULLERTON , CA (FUL)	Type of Flight Plan Filed:	None
Destination:	PINEDALE , WY (PNA)	Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	HEBER VALLEY 36U	Runway Surface Type:	Asphalt
Airport Elevation:	5632 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6900 ft / 75 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:	40.430522,-111.190963(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	STANLEY A RITTER; SALT LAKE CITY , UT
Original Publish Date:	January 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47135

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