



Aviation Investigation Final Report

Location:	Glendale, Arizona	Accident Number:	LAX01LA155
Date & Time:	April 22, 2001, 14:26 Local	Registration:	N66033
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing the airplane collided with a runway marker sign. The pilot stated that he lost directional control due to a sudden gust of wind. The closest weather reporting station was at Phoenix Sky Harbor airport about 17 statute miles east of Glendale airport, and reported the wind to be 120 at 4 knots with no gusts.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control during the landing roll resulting in a ground loop/swerve and collision with a runway marker sign.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
-

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - AIRPORT SIGN/MARKER

Factual Information

On April 22, 2001, at 1426 mountain standard time, a Cessna 180K, N66033, collided with a runway marker while landing in Glendale, Arizona. The airplane sustained substantial damage; however, the certificated airline transport pilot, the sole occupant, was not injured. The personal flight was being operated under 14 CFR Part 91, and originated from Corona, California, about 1200 Pacific daylight time. Visual meteorological conditions prevailed at the time and no flight plan had been filed.

The pilot reported that he was making a wheel landing and was in the process of lowering the tail when the airplane drifted off the right side of runway 19. The right horizontal stabilizer struck a runway marker. The pilot added power and aborted the landing. On the second approach he landed without incident.

A post accident inspection of the airplane revealed that the right horizontal stabilizer and elevator were crushed and partially separated from the empennage.

The closest weather station was Phoenix Sky Harbor airport about 17 statute miles to the east of Glendale airport, and reported the winds to be 120 degrees at 4 knots.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 28, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 16, 2000
Flight Time:	12500 hours (Total, all aircraft), 150 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N66033
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052906
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 8, 2001 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1240 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470L
Registered Owner:	Bruce A. Nelson	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PHX	Distance from Accident Site:	
Observation Time:	13:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	19°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Corona, CA (AJO)	Type of Flight Plan Filed:	None
Destination:	Glendale, AZ (GEU)	Type of Clearance:	Unknown
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Glendale Municipal GEU	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	Unknown
Runway Length/Width:	5350 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:	33.527221,-112.29528

Administrative Information

Investigator In Charge (IIC):	Crispin, Robert
Additional Participating Persons:	Steve D D'Urso; FAA Flight Standards District Office; Scottsdale, AZ
Original Publish Date:	October 24, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52112

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](#).