



Aviation Investigation Final Report

Location:	Klamath Falls, Oregon	Accident Number:	SEA03LA032
Date & Time:	February 1, 2003, 18:15 Local	Registration:	N59180
Aircraft:	Cessna 180 B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot reported that he completed a go-around to runway 32 due to wind conditions. After the go-around, the pilot made a second approach and landed on runway 32. He reported that during the landing rollout, while retracting the flaps, the airplane's left wing "came up." The pilot reported that he tried to compensate with full control inputs, however, the airplane nosed-over resulting in substantial damage. At 1753, the official weather observation station located at the Klamath Falls Airport, reported winds from 290 degrees at 9 knots. No mechanical difficulties or malfunctions were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure to adequately compensate for wind conditions while landing.

Findings

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

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

On February 1, 2003, about 1815 Pacific standard time, a Cessna 180B, N59180, sustained substantial damage while landing at the Klamath Falls International Airport, Klamath Falls, Oregon. The airplane is owned by the pilot, and was being operated as a visual flight rules (VFR) personal/pleasure cross-country flight under the provisions of Title 14 CFR, Part 91, when the accident occurred. The private pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan had been activated for the cross-country flight that originated from Red Bluff, California.

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Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 27, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 10, 2002
Flight Time:	539 hours (Total, all aircraft), 34 hours (Total, this make and model), 481 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N59180
Model/Series:	180 B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50582
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 22, 2002 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3126 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470K
Registered Owner:	Gregory A. Koskela	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:	KLMT,4095 ft msl	Distance from Accident Site:	
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	0°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RED BLUFF, CA (RBL)	Type of Flight Plan Filed:	Unknown
Destination:	Klamath Falls , OR (LMT)	Type of Clearance:	None
Departure Time:	17:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	KLAMATH FALLS INTERNATIONAL LMT	Runway Surface Type:	Asphalt
Airport Elevation:	4095 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	10300 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

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:	42.16098,-121.68048(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Alan C Lail; FAA - FSDO ; Hillsboro , OR
Original Publish Date:	April 23, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56425

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