



Aviation Investigation Final Report

Location:	Ogden, Utah	Accident Number:	DEN03LA106
Date & Time:	June 15, 2003, 19:32 Local	Registration:	N9221C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing on runway 25 "with a gusty crosswind component." During the roll-out, the airplane began to "track right and off [the] runway." The airplane departed the right side of the runway and ground looped. The reported winds were 330 degrees at 8 knots. According to the pilot operating handbook, the Cessna 180 has a 12 knot maximum demonstrated crosswind component. The crosswind component was calculated to be 8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions and his failure to maintain directional control.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On June 15, 2003, at 1932 mountain daylight time, a Cessna 180, N9221C, was substantially damaged when it ground looped during the landing roll at Ogden-Hinckley Airport (OGD), Ogden, Utah. The private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The flight was conducted under the provisions of Title 14 CFR Part 91. The cross-country flight originated in Provo, Utah, at 1840.

According to the pilot, he was landing on runway 25 "with a gusty crosswind component." During the roll-out, the airplane began to "track right and off [the] runway." Subsequently, the airplane departed the right side of the runway and ground looped. Post accident examination revealed a bent left wing, a collapsed left main landing gear, and a crushed gearbox and bulkhead. An examination of the airplane's systems revealed no anomalies.

At 1953 the OGD METAR (routine aviation weather report), winds were 330 degrees at 8 knots. According to the pilot operating handbook, the Cessna 180 has a 12 knot maximum demonstrated crosswind component. The crosswind component was calculated to be 8 knots.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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:	April 26, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 16, 2001
Flight Time:	533 hours (Total, all aircraft), 176 hours (Total, this make and model), 457 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9221C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31320
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 22, 2003 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3007 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-4705-11B
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OGD,4473 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	33°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PROVO, UT (PVU)	Type of Flight Plan Filed:	None
Destination:	Ogden, UT (OGD)	Type of Clearance:	VFR
Departure Time:	18:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Ogden-Hinckley Airport OGD	Runway Surface Type:	Asphalt
Airport Elevation:	4473 ft msl	Runway Surface Condition:	Unknown
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	41.185554,-112.001945

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Daron B Malmborg; FAA FSDO; Salt Lake City, UT
Original Publish Date:	February 5, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57221

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