



Aviation Investigation Final Report

Location:	Brigham City, Utah	Accident Number:	SEA07CA115
Date & Time:	April 29, 2007, 18:30 Local	Registration:	N180GW
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing the tailwheel-equipped aircraft in light and variable winds, the pilot lost directional control when a crosswind lifted up one of the wings during the landing roll. While he was trying to regain directional control, the aircraft departed the side of the runway, rolled off the abrupt edge of the runway shoulder, and flipped over onto its back. The pilot said that there were no problems with the brakes, tailwheel steering, or the flight controls, but that he needed to have better "control on landing" and better "crosswind corrections."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll. Factors include variable winds, and crosswinds, and an abrupt drop-off at the runway shoulder.

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. (F) WEATHER CONDITION - VARIABLE WIND
3. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

While landing the tailwheel-equipped aircraft in light and variable winds, the pilot lost directional control when a crosswind lifted up one of the wings during the landing roll. The aircraft departed the side of the runway, rolled off the abrupt edge of the runway shoulder, and flipped over onto its back. The pilot said that there were no problems with the brakes, tailwheel steering, or the flight controls, but that he needed to have better "control on landing" and better "crosswind corrections."

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	July 1, 2006
Flight Time:	283 hours (Total, all aircraft), 198 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180GW
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	180-32272
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	Steve and Joan Kyriopoulos	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brigham City, UT (KBMC)	Type of Flight Plan Filed:	None
Destination:	Brigham City, UT (KBMC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Brigham City Airport KBMC	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	8900 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	41.550834,-112.061386

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons:

Original Publish Date: June 27, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=65654>

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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](#).