



# Aviation Investigation Final Report

<b>Location:</b>	Moab, Utah	<b>Accident Number:</b>	SEA08LA083
<b>Date &amp; Time:</b>	February 26, 2008, 14:00 Local	<b>Registration:</b>	N1732C
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During one of a series of three-point landings in a tail wheel-equipped airplane, the airplane bounced and then veered to the right during the flare/touchdown phase of the landing sequence. The pilot was unable to keep it from going further to the right, and as it continued to veer to the right of the runway heading, the left main gear leg collapsed, resulting in damage to the fuselage structure. There were no malfunctions or anomalies in the airplane's flight control or tail wheel steering systems. The pilot said that he felt he needed more extensive training in the Cessna 180 and that he should not have attempted a three-point landing in that model airplane until he had completed that training.

## 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 of the tail wheel-equipped airplane during the flare/touchdown phase of a three-point landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	(general) - Not specified
<b>Aircraft</b>	Main gear strut/axle/truck - Capability exceeded

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-flare/touchdown</b>	Landing gear collapse

On February 26, 2008, about 1400 mountain standard time, a Cessna 180, N1732C, experienced a main landing gear collapse during a landing at Canyonlands Airport, Moab, Utah. The commercial pilot, who was the sole occupant, was not injured, but the airplane, which was owned and operated by a friend of the pilot, sustained substantial damage. The 14 CFR Part 91 local personal pleasure flight, which originated about one hour prior to the accident, was being operated in visual meteorological conditions. No flight plan had been filed.

According to the pilot, during one of his "three-point" landings, the airplane bounced and then veered to the right. He said that he was unable to keep it from going further to the right, and as it continued to go further to the right of the runway heading, the left main gear leg collapsed, resulting in damage to the fuselage structure.

According to the pilot, there were no malfunctions or anomalies in the flight control or tail wheel steering systems. He further stated that he felt he needed "more extensive training" in the Cessna 180, and that he should not attempt a "three-point" landing in a Cessna 180 until he had completed that training.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2007
<b>Flight Time:</b>	1500 hours (Total, all aircraft), 25 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1732C
<b>Model/Series:</b>	180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30432
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2006 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6083 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470J
<b>Registered Owner:</b>	Thomas H. Keogh	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MOab, UT (KCNY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(KCNY)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Canyonlands Airport KCMY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4550 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7100 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.755001,-109.754722

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Anderson, Orrin
<b>Additional Participating Persons:</b>	Bob Lesitsky; Federal Aviation Administration; Salt Lake City, UT
<b>Original Publish Date:</b>	April 30, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=67577">https://data.ntsb.gov/Docket?ProjectID=67577</a>

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