



Aviation Investigation Final Report

Location:	Moab, Utah	Accident Number:	LAX08CA079
Date & Time:	March 18, 2008, 16:30 Local	Registration:	N180LH
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While waiting in line to takeoff, the pilot observed a Super Cub and a Cessna 172 depart, and on the basis of how those airplanes behaved, he thought that the winds were calm. The pilot encountered a dust devil and crosswind during the takeoff roll. The airplane became airborne, settled to the ground off the runway surface, and struck a runway distance marker. Examination of the airplane revealed a dent in the horizontal stabilizer.

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 failure to maintain directional control. A contributing factor was the unexpected dust devil.

Findings

Environmental issues	Dust devil/whirlwind - Not specified
Environmental issues	Crosswind - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Environmental issues	Sign/marker - Not specified

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 single-engine	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	January 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2007
Flight Time:	3632 hours (Total, all aircraft), 2000 hours (Total, this make and model), 47 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180LH
Model/Series:	180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31708
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	November 1, 2007 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3830 Hrs as of last inspection	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	Larry Hubbert	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:	CNY,4555 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	11°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moab, UT (CNY)	Type of Flight Plan Filed:	None
Destination:	Mineral Canyon, UT	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	Canyonlands Field CNY	Runway Surface Type:	Asphalt
Airport Elevation:	4555 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7100 ft / 75 ft	VFR Approach/Landing:	None

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:	38.755001,-109.754722

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Lyndsay Asmussen; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	April 30, 2008
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=67698

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