



# Aviation Investigation Final Report

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<b>Location:</b>	Glenwood Spring, Colorado	<b>Accident Number:</b>	DEN08LA070
<b>Date &amp; Time:</b>	March 18, 2008, 14:30 Local	<b>Registration:</b>	N67WW
<b>Aircraft:</b>	Cessna 180H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot said that as he approached his destination, AWOS reported the winds to be calm. Everything was "normal" as he crossed runway 32 threshold. The airplane touched down and the pilot felt a strong left quartering tailwind gust. The airplane lifted off and drifted to the right towards a snow bank, hangar, and fuel pump. The airplane touched down again and the pilot decided to commit to a landing, applying maximum brakes. The tail rose up and the propeller struck the ground. Post-accident examination disclosed the firewall was buckled. The nearest weather reporting facility reported the wind from 300 degrees at 11 knots.

## 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 airplane during landing. Contributing to the accident was the strong left quartering tailwind and gust.

## Findings

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<b>Environmental issues</b>	Crosswind - Not specified
<b>Environmental issues</b>	Tailwind - Not specified
<b>Environmental issues</b>	Gusts - Not specified
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Runway/landing area condition - Not specified

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Other weather encounter
<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-landing roll</b>	Nose over/nose down

On March 18, 2008, approximately 1430 mountain daylight time, a Cessna 180H, N67WW, registered to and operated by the pilot, was substantially damaged when it nosed down on landing at Glenwood Springs Airport (GWS), Glenwood Springs, Colorado. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. The private pilot, the sole occupant on board, was not injured. The cross-country flight originated in Santa Monica, California, approximately 0700 Pacific daylight time and, after refueling in St. George, Utah, departed at 1100 and was en route to GWS.

The pilot said that as he approached GWS, the Automated Weather Observation Station (AWOS) reported the winds to be calm. Everything was "normal" as he crossed the runway threshold. The airplane touched down and the pilot felt a strong left quartering tailwind gust. The airplane lifted off and drifted to the right towards a snow bank, hangar, and fuel pump. The airplane touched down again and the pilot decided to commit to a landing, applying maximum brakes. The tail rose up and the propeller struck the ground. Post-accident examination disclosed the firewall was buckled. The pilot reported no mechanical failures with the airplane.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 1, 2008
<b>Flight Time:</b>	315 hours (Total, all aircraft), 225 hours (Total, this make and model), 265 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N67WW
<b>Model/Series:</b>	180H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	118051812
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 1, 2008 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3600 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	Max E. Wheeler	<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>	RIL,5544 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Few / 6500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St. George, UT (SGU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Glenwood Spring, CO (GWS )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Glenwood Springs Municipal GWS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5916 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	3305 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	39.509723,-107.315277

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	Lindsey Asmussen; FAA Flight Standards District Office; Salt Lake City, UT
<b>Original Publish Date:</b>	August 28, 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=67779">https://data.ntsb.gov/Docket?ProjectID=67779</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).