



Aviation Investigation Final Report

Location:	Bluff, Utah	Accident Number:	SEA08CA211
Date & Time:	September 26, 2008, 08:15 Local	Registration:	N4646A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed on the unimproved dirt airstrip and came to a full stop. He began taxiing and started to turn around when he encountered a washed out area. The pilot stated that after proceeding about another 30 feet the left main landing gear collapsed through an eroded section of the dirt airstrip, which was not visible to him. The pilot reported that the landing gear fell about 2 feet followed by the airplane going up on its nose and the propeller striking the ground; the airplane subsequently fell back on its tailwheel. The pilot reported substantial damage to the airplane as a result of the left main landing gear strut being bent and damage to the left gear attachment structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's encounter with the rough, uneven, and eroded condition of the airstrip.

Findings

Environmental issues	Rough terrain - Awareness of condition
-----------------------------	--

Factual Information

History of Flight

Taxi	Collision with terr/obj (non-CFIT)
Taxi-from runway	Landing gear collapse (Defining event)

The pilot reported that he landed on the unimproved dirt airstrip and came to a full stop. He began taxiing and started to turn around when he encountered a washed out area. The pilot stated that after proceeding about another 30 feet the left main landing gear collapsed through an eroded section of the dirt airstrip, which was not visible to him. The pilot reported that the landing gear fell about 2 feet followed by the airplane going up on its nose and the propeller striking the ground; the airplane subsequently fell back on its tailwheel. The pilot reported substantial damage to the airplane as a result of the left main landing gear strut being bent and damage to the left gear attachment structure.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	July 12, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1695 hours (Total, all aircraft), 1140 hours (Total, this make and model), 49 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4646A
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32243
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:	Scott Coatsworth	Rated Power:	
Operator:	Scott Coatsworth	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bluff, UT (66V)	Type of Flight Plan Filed:	Unknown
Destination:	Bluff, UT	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	

Airport Information

Airport:	Dirt Airstrip None	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Rough
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

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:	37.242221,-110.426109(est)

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	November 10, 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=69010

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](#).