



Aviation Investigation Final Report

Location:	Great Falls, Montana	Accident Number:	WPR09CA063
Date & Time:	December 21, 2008, 10:30 Local	Registration:	C-FIWA
Aircraft:	Cessna 180C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll, and prior to the tail wheel making contact with the runway surface, she overcorrected with control inputs. The left wing and left horizontal stabilizer subsequently struck the runway surface causing substantial damage to the airplane. The pilot then regained control of the airplane and proceeded to taxi off of the runway.

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.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Commercial; Foreign	Age:	28,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 8, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 27, 2008
Flight Time:	1300 hours (Total, all aircraft), 100 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	C-FIWA
Model/Series:	180C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50726
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 1, 2008 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7059.9 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GTF,3680 ft msl	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	20°C / -24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Outlook (CKR9)	Type of Flight Plan Filed:	VFR
Destination:	Great Falls, MT (GTF)	Type of Clearance:	VFR
Departure Time:	08:30 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Great Falls Int. Airport GTF	Runway Surface Type:	Asphalt
Airport Elevation:	3680 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	10502 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.482498,-111.370552(est)

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	James S Reynolds; Federal Aviation Administration; Helena, MT
Original Publish Date:	March 23, 2009
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=73129

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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](#).