



Aviation Investigation Final Report

Location:	Pistol Creek, Idaho	Accident Number:	WPR10CA011
Date & Time:	October 8, 2009, 15:00 Local	Registration:	N1674C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing at a remote dirt/grass airstrip where the winds were gusting and variable in direction. Although the touchdown was normal, as he made rudder and brake inputs to maintain directional control, the right main gear leg separated from its mounting structure, and the right wing sustained substantial damage when it contacted the terrain. An inspection of the gear leg attachment hardware determined that the nut on the gear leg attachment bolt had been stripped from the bolt, thus allowing the bolt to come out of the attachment structure. During the pilot's initial contact with the NTSB Investigator-In-Charge, the pilot stated that the airplane's right brake had failed during the landing roll, but in a follow-up interview the pilot stated that he believes that the brake was working fine until the moment the gear leg separated from its mount.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The separation of one of the airplane's main landing gear legs during landing in variable gusting wind conditions, due to the nut being stripped from the attachment bolt.

Findings

Aircraft	Main landing gear attach sec - Failure
Environmental issues	Variable wind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	75, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 2, 2008
Occupational Pilot:		Last Flight Review or Equivalent:	July 19, 2008
Flight Time:	25115 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1674C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30374
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 10, 2009 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3295 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	MASLEN HOLBROOK	Rated Power:	230 Horsepower
Operator:	MASLEN HOLBROOK	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:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Emmett, ID (NONE)	Type of Flight Plan Filed:	None
Destination:	Pistol Creek, ID (NONE)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	Pistol Creek NONE	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	4796 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2200 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	45.471111,-115.391387(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Patrick Darling; Boise FSDO; Boise, ID
Original Publish Date:	April 19, 2010
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.ntsb.gov/Docket?ProjectID=74882

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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](#).