



Aviation Investigation Final Report

Location:	Marion, Montana	Accident Number:	WPR15CA012
Date & Time:	October 2, 2014, 10:30 Local	Registration:	N156JM
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing in the tailwheel equipped airplane, he inadvertently applied left brake and the airplane veered abruptly to the left. Subsequently, the right wing and horizontal stabilizer struck the ground and the airplane came to rest upright. Postaccident examination of the airplane revealed structural damage to the right wing, right horizontal, and right elevator. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 18, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 13, 2013
Flight Time:	116 hours (Total, all aircraft), 56 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N156JM
Model/Series:	180 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32360
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2600 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	O-470 SERIES
Registered Owner:	ROSSI MICHAEL J	Rated Power:	0 Horsepower
Operator:	ROSSI MICHAEL J	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGPI,2973 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	8°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marion, MT (97MT)	Type of Flight Plan Filed:	
Destination:	Missoula, MT	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	CABIN CREEK LANDING 97MT	Runway Surface Type:	Asphalt
Airport Elevation:	3999 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	3400 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	48.074165,-114.678054

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	John Rasmussen; Federal Aviation Administration; Helena, MT
Original Publish Date:	December 5, 2014
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=90247

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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](#).