



Aviation Investigation Final Report

Location:	lone, Oregon	Accident Number:	GAA15CA231
Date & Time:	August 16, 2015, 16:10 Local	Registration:	N28RR
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that he chose to land on the runway with an upslope and with a tailwind. During the landing roll, the airplane was left of the runway centerline and the pilot added right rudder to get back to the middle of the runway. The airplane veered right and despite control inputs from the pilot, the airplane continued right, and exited the runway. The airplane crossed a gravel road, impacted terrain and came to rest inverted. The airplane sustained substantial damage to the left wing, rudder, and horizontal stabilizer.

The wind reported from a nearby weather station were 40 degrees at 7 knots about the time of the accident. The pilot reported he was landing to the south.

The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine 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 the landing roll, which resulted in a runway excursion and impact with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	57
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 18, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 18, 2014
Flight Time:	(Estimated) 1432 hours (Total, all aircraft), 71 hours (Total, this make and model), 1225 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N28RR
Model/Series:	180H	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052241
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 7, 2015 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2074 Hrs at time of accident	Engine Manufacturer:	CONTINENTAL MOTORS
ELT:	C91 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:	KHRI,641 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	36°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	29°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORTLAND-MULINO, OR (4S9)	Type of Flight Plan Filed:	None
Destination:	Ione, OR (NONE)	Type of Clearance:	None
Departure Time:	14:41 Local	Type of Airspace:	Class G

Airport Information

Airport:	JEPSEN FARM AIRSTRIP NONE	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	2500 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	S	IFR Approach:	None
Runway Length/Width:	2500 ft / 80 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	45.330276,-119.779724(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	Dee Rice; Federal Aviation Administration; Portland , OR
Original Publish Date:	September 30, 2015
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=91826

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