



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	GAA15CA275
Date & Time:	September 24, 2015, 11:00 Local	Registration:	N4673A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he planned to land at a mountain airport that is situated in a valley. He overflowed the airport and observed the windsock, which indicated the wind was out the north and then entered the left downwind for runway 19, which has an uphill slope. While on downwind, the airport became obscured by terrain, and then became visible again at the end of the base leg. The pilot reported that when he turned final, he saw that he was high, reduced engine power to idle and increased the flap setting to 40 degrees. The airplane touched down at a higher than normal airspeed and bounced once. The pilot applied the brakes and the airplane nosed over. The pilot reported he estimated there was 150 yards of runway remaining from where the airplane came to rest, the usable runway is 3,550 feet long. The airplane sustained substantial damage to the left wing, right wing strut, rudder, vertical stabilizer.

The Airport Facilities Directory (AFD) recommends landing to the south and taking off to the north when wind allows. The pilot reported that he estimated he landed with a 10 to 15 knot tailwind. The pilot stated that he should have gone around, but believed he could stop on the remaining runway due to the uphill slope. The pilot also reported that he should have flown a stabilized approach and immediately gone around when he saw he was too high on final to safely land.

The pilot reported that there were 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 excessive application of brake pressure during the landing roll, which resulted in a nose over. Contributing to the accident was the pilot's decision to continue the landing after

noting he was high on final approach.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Effect on operation
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 5, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 13, 2015
Flight Time:	(Estimated) 4211 hours (Total, all aircraft), 1100 hours (Total, this make and model), 4112 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4673A
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	180-32270
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 4, 2014 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7396 Hrs at time of accident	Engine Manufacturer:	CONTINENTAL MOTORS
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R78R
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:	KMYL, 5020 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	246°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARSING, ID (ID40)	Type of Flight Plan Filed:	None
Destination:	McCall, ID (U60)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BIG CREEK U60	Runway Surface Type:	Grass/turf
Airport Elevation:	5743 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3550 ft / 110 ft	VFR Approach/Landing:	Full stop;Valley/terrain following

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:	45.129165,-115.323059(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	Craig Karel; Federal Aviation Administration; Boise, ID
Original Publish Date:	November 5, 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=92053

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