



Aviation Investigation Final Report

Location:	Cut Bank, Montana	Accident Number:	GAA18CA404
Date & Time:	July 9, 2018, 12:00 Local	Registration:	N180GB
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

According to the pilot in the tailwheel-equipped airplane, he circled the airport to check the wind direction and speed and then he initiated a final approach about 70 knots with 3 notches of flaps. He reported that the airplane encountered a wind gust before he initiated the landing flare. Upon touchdown, the airplane bounced, and he applied forward yoke pressure. The airplane began to drift right of the runway centerline during the landing roll, and he applied left rudder and left aileron to counter the drift, but when the tailwheel touched down, the airplane veered left. He applied right rudder and right brake, but the right main landing gear collapsed, the left wing lifted, and the right wing struck the ground. The airplane exited the left side of the runway, and it came to rest in the grass safety area.

The airplane sustained substantial damage to right wing spar.

The pilot reported that, about the time of the accident, the wind was about 7 knots from the west-southwest. The pilot landed the airplane on runway 32.

The METAR at the airport reported that, about the time of the accident, the wind was calm and the skies were clear.

The pilot reported that there were no 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 the landing roll.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Landing gear collapse
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 27, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2017
Flight Time:	(Estimated) 3163.1 hours (Total, all aircraft), 176.5 hours (Total, this make and model), 3141.6 hours (Pilot In Command, all aircraft), 118.4 hours (Last 90 days, all aircraft), 58.7 hours (Last 30 days, all aircraft), 8.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180GB
Model/Series:	180 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30498
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 20, 2018 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4273.9 Hrs as of last inspection	Engine Manufacturer:	Continental
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:	KCTB,3838 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	172°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	28°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Red Deer (CYQE)	Type of Flight Plan Filed:	VFR
Destination:	Cut Bank, MT (CTB)	Type of Clearance:	VFR
Departure Time:	10:12 Local	Type of Airspace:	Class E

Airport Information

Airport:	CUT BANK INTL CTB	Runway Surface Type:	Asphalt
Airport Elevation:	3857 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5300 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	48.608333,-112.376113(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Thomas Hillesland; FAA; Helena, MT
Original Publish Date:	June 5, 2019
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=97720

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