



# Aviation Investigation Final Report

<b>Location:</b>	MORIARTY, New Mexico	<b>Accident Number:</b>	GAA19CA097
<b>Date &amp; Time:</b>	December 15, 2018, 09:40 Local	<b>Registration:</b>	N188H
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, after landing, while exiting onto the taxiway, he decided to "cut the corner" instead of following the taxiway centerline. He did not see the parked glider to his right, and at the last second, he applied brakes. Subsequently, the airplane's tail rose, and the elevator struck the glider's vertical and horizontal stabilizer.

The airplane sustained substantial damage to the right elevator.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 see and avoid a parked glider while taxiing from the runway.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Aircraft - Effect on operation



## Factual Information

### History of Flight

<b>Taxi</b>	Ground collision (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2018
<b>Flight Time:</b>	1700 hours (Total, all aircraft), 900 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N188H
<b>Model/Series:</b>	180 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18050652
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3854 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-470-50
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	0E0,6202 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:35 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.32 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Estancia, NM (E92 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MORIARTY, NM (0E0 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MORIARTY MUNI 0E0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6204 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7702 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.970001,-106(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Ken Hand; FAA; Albuquerque, NM
<b>Original Publish Date:</b>	September 26, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=98777">https://data.ntsb.gov/Docket?ProjectID=98777</a>

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