



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Klamath Falls, OR	<b>Accident Number:</b>	SEA03LA032
<b>Date &amp; Time:</b>	02/01/2003, 1815 PST	<b>Registration:</b>	N59180
<b>Aircraft:</b>	Cessna 180 B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On February 1, 2003, about 1815 Pacific standard time, a Cessna 180B, N59180, sustained substantial damage while landing at the Klamath Falls International Airport, Klamath Falls, Oregon. The airplane is owned by the pilot, and was being operated as a visual flight rules (VFR) personal/pleasure cross-country flight under the provisions of Title 14 CFR, Part 91, when the accident occurred. The private pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan had been activated for the cross-country flight that originated from Red Bluff, California.

The pilot reported that he completed a go-around to runway 32 due to wind conditions. After the go-around, the pilot made a second approach and landed on runway 32. He reported that during the landing rollout, while retracting the flaps, the airplane's left wing "came up." The pilot reported that he tried to compensate with full control inputs, however, the airplane nosed-over resulting in substantial damage.

At 1753, the official weather observation station located at the Klamath Falls Airport, reported winds from 290 degrees at 9 knots.

No mechanical difficulties or malfunctions were reported.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/27/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	12/10/2002
<b>Flight Time:</b>	539 hours (Total, all aircraft), 34 hours (Total, this make and model), 481 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N59180
<b>Model/Series:</b>	180 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50582
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/22/2002, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	2 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3126 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470K
<b>Registered Owner:</b>	Gregory A. Koskela	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	Gregory A. Koskela	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KLMT, 4095 ft msl	Distance from Accident Site:	
Observation Time:	1753 PST	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	0° C / -4° C
Precipitation and Obscuration:			
Departure Point:	RED BLUFF, CA (RBL)	Type of Flight Plan Filed:	Unknown
Destination:	Klamath Falls, OR (LMT)	Type of Clearance:	None
Departure Time:	1750 PST	Type of Airspace:	Class D

## Airport Information

Airport:	KLAMATH FALLS INTERNATIONAL (LMT)	Runway Surface Type:	Asphalt
Airport Elevation:	4095 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	10300 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.156111, -117.253056

## Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson
Additional Participating Persons:	Alan C Lail; FAA - FSDO; Hillsboro, OR
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .