



# National Transportation Safety Board Aviation Accident Final Report

---

<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
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The private 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.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure to adequately compensate for wind conditions while landing.

## Findings

---

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING

## Factual Information

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

Aircraft Make:	Cessna	Registration:	N59180
Model/Series:	180 B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	50582
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	08/22/2002, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3126 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470K
Registered Owner:	Gregory A. Koskela	Rated Power:	230 hp
Operator:	Gregory A. Koskela	Operating Certificate(s) Held:	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

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	45.156111, -117.253056

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dennis J Hogenson	<b>Report Date:</b>	04/23/2003
<b>Additional Participating Persons:</b>	Alan C Lail; FAA - FSDO; Hillsboro, OR		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).