



National Transportation Safety Board Aviation Accident Final Report

Location:	Arock, OR	Accident Number:	SEA06CA174
Date & Time:	09/02/2006, 2020 MDT	Registration:	N9026C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After landing long and electing to go around the pilot added power, followed by the airplane veering to the right toward a stand of trees. The pilot's attempt to correct back to the left was unsuccessful, which resulted in the airplane impacting trees causing substantial damage to the aircraft. The pilot stated that he had landed with a tailwind.

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 a go-around, resulting in an in-flight collision with trees and substantial damage to the airplane. Factors included the pilot's failure to attain the proper touchdown point, the delayed go-around, and the tailwind condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) GO-AROUND - DELAYED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	07/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	822 hours (Total, all aircraft), 780 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N9026C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31074
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-470
Registered Owner:	Idaho Pilots Inc.	Rated Power:	
Operator:	Idaho Pilots Inc.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greenleaf, ID	Type of Flight Plan Filed:	None
Destination:	Arock, OR	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Owyhee River Airstrip (NONE)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Adopted Date:	12/28/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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.