



Aviation Investigation Final Report

Location:	LANCASTER, Texas	Accident Number:	GAA19CA548
Date & Time:	September 4, 2019, 09:45 Local	Registration:	N9250T
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during a three-point landing, the airplane veered left, ground looped, exited the runway, and nosed over. The airplane sustained substantial damage to right wing lift strut and empennage. 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 maintain directional control during landing, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 3, 2019
Flight Time:	(Estimated) 83 hours (Total, all aircraft), 33 hours (Total, this make and model), 83 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9250T
Model/Series:	180 C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50750
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 13, 2018 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5849 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	On file	Rated Power:	
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:	KLNC,501 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dallas, TX (RBD)	Type of Flight Plan Filed:	None
Destination:	Dallas, TX (RBD)	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Lancaster Rgnl LNC	Runway Surface Type:	Asphalt
Airport Elevation:	501 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.577499,-96.717498(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Johnny Perez; FAA; Dallas, TX
Original Publish Date:	March 17, 2020
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=100273

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).