



# Aviation Investigation Final Report

<b>Location:</b>	Williston, North Dakota	<b>Accident Number:</b>	CEN22LA439
<b>Date &amp; Time:</b>	September 26, 2022, 13:39 Local	<b>Registration:</b>	N93330
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while the airplane was settling to the runway and he was making rudder corrections, a gust of wind lifted the left wing and the left main landing gear from the runway. The pilot was able to get the left main landing gear back on the runway, while still applying right rudder input. The airplane then ground looped, and the left wing and the left rudder impacted the runway. The airplane came to rest upright on the runway and the pilot was then able to taxi to the ramp. The airplane's left wing and the left elevator sustained substantial damage. The pilot reported there were no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the airplane was landing on runway 32 with winds light and variable with gusts to 7 knots.

## 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 of the airplane during the landing, which resulted in a ground loop.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-flare/touchdown</b>	Attempted remediation/recovery
<b>Landing-flare/touchdown</b>	Collision during takeoff/land

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 15, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 16, 2022
<b>Flight Time:</b>	72.4 hours (Total, all aircraft), 53.1 hours (Total, this make and model), 11.5 hours (Pilot In Command, all aircraft), 2.4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N93330
<b>Model/Series:</b>	180 Undesignated Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1955	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31731
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 2, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4689.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-520-F
<b>Registered Owner:</b>	JARVYS CONSULTING LLC	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	None	<b>Operator Designator Code:</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>	KS25,2110 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	13:35 Local	<b>Direction from Accident Site:</b>	144°
<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>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Williston, ND	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Williston, ND	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	WILLISTON BASIN INTL XWA	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	2356 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7503 ft / 150 ft	<b>VFR Approach/Landing:</b>	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>	48.252838,-103.74356(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Michael Linden; FAA Fargo FSDO; Fargo, ND
<b>Original Publish Date:</b>	December 20, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106076">https://data.nts.gov/Docket?ProjectID=106076</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).