



# Aviation Investigation Final Report

---

<b>Location:</b>	Midland, Texas	<b>Accident Number:</b>	CEN24LA195
<b>Date &amp; Time:</b>	May 20, 2024, 10:58 Local	<b>Registration:</b>	N600CG
<b>Aircraft:</b>	Cessna 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

---

## Analysis

The pilot and flight instructor were completing an instructional flight in the tailwheel airplane that the pilot recently purchased. The pilot had completed 8 uneventful takeoffs and landings. During the final landing roll with a slight right crosswind, the airplane veered to the right. The pilot attempted to correct with opposite rudder but was unable to maintain directional control. The airplane exited the right side of the runway and ground looped, which collapsed the left main landing gear and resulted in substantial damage to the left wing and left horizontal stabilizer. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. The flight instructor did not report any attempt in remedial action during the accident sequence.

## 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 the landing. Contributing to the accident was the flight instructor's failure to take remedial action.

## Findings

---

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Lack of action - Instructor/check pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Landing gear collapse

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Glider; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed None	<b>Last FAA Medical Exam:</b>	May 13, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 7, 2022
<b>Flight Time:</b>	6017 hours (Total, all aircraft), 155 hours (Total, this make and model), 5870 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66, 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>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 17, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 26, 2022
<b>Flight Time:</b>	4233 hours (Total, all aircraft), 5 hours (Total, this make and model), 4123 hours (Pilot In Command, all aircraft), 101 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N600CG
<b>Model/Series:</b>	180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052998
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 1, 2024 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>	3451.7 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</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>	KMDD,2803 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	259°
<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>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Big Spring, TX (BPG)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Midland, TX (MDD)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Midland Airpark MDD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2805 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3977 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.036312,-102.09915(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Finne, Andrew
<b>Additional Participating Persons:</b>	White, Steven; FAA-FSDO; Lubbock, TX
<b>Original Publish Date:</b>	November 8, 2024
<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.ntsb.gov/Docket?ProjectID=194295">https://data.ntsb.gov/Docket?ProjectID=194295</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](#).