



Aviation Investigation Final Report

Location:	Midland, Texas	Accident Number:	CEN24LA195
Date & Time:	May 20, 2024, 10:58 Local	Registration:	N600CG
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	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

Personnel issues	Aircraft control - Pilot
Personnel issues	Lack of action - Instructor/check pilot
Aircraft	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

Certificate:	Commercial; Flight instructor	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	May 13, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 7, 2022
Flight Time:	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

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 17, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 26, 2022
Flight Time:	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

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	White, Steven; FAA-FSDO; Lubbock, TX
Original Publish Date:	November 8, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194295

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