



Aviation Investigation Final Report

Location:	Fayetteville, Arkansas	Accident Number:	CEN24LA250
Date & Time:	July 4, 2024, 08:02 Local	Registration:	N669CB
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

While on takeoff from the airport in a tailwheel-equipped airplane, the pilot reported that as he applied right rudder, a muscle spasm shot through his right calf. The spasm resulted in the pilot’s foot pressing hard on the right rudder pedal. Before the pilot could regain directional control, the airplane’s tail swung left, and the airplane steered towards the runway edge. The airplane’s left main landing gear contacted a runway taxiway light collapsing the left main landing gear and the airplane settled on the left wing and ground looped. The pilot had already pulled the throttle back during the muscle spasm and the airplane skidded to a stop. The airplane sustained substantial damage to the left wing and left horizontal stabilizer.

The pilot said that he felt that his lack of proper hydration led to his muscle spasm. There were no reported mechanical malfunctions or failures that contributed to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s loss of directional control due to a muscle spasm.

Findings

Personnel issues

(general) - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 14, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 3, 2023
Flight Time:	975.9 hours (Total, all aircraft), 777.8 hours (Total, this make and model), 948.3 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N669CB
Model/Series:	180 J	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052725
Landing Gear Type:	Retractable - Tailwheel	Seats:	6
Date/Type of Last Inspection:	April 12, 2024 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	10.1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7031.6 Hrs	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-520
Registered Owner:	MCALISTER THOMAS K	Rated Power:	285 Horsepower
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:	KFYV,1259 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fayetteville, AR	Type of Flight Plan Filed:	VFR
Destination:	Fayetteville, AR	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	DRAKE FLD FYV	Runway Surface Type:	Asphalt
Airport Elevation:	1252 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6005 ft / 100 ft	VFR Approach/Landing:	None

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:	36.005083,-94.170056(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Chaney Pitts; FAA FSDO; Little Rock, AR
Original Publish Date:	August 22, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194628

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](#).