



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | SPRINGDALE, Arkansas                 | <b>Accident Number:</b> | FTW95LA269  |
| <b>Date &amp; Time:</b>        | July 4, 1995, 19:45 Local            | <b>Registration:</b>    | N8676X      |
| <b>Aircraft:</b>               | CESSNA 180E                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 5 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT LOST CONTROL OF THE TAILWHEEL EQUIPPED AIRPLANE WHILE ATTEMPTING TO LAND ON RUNWAY 18 WITH A CROSSWIND FROM 290 AT 19 KNOTS, GUSTING TO 37. THE AIRPLANE GROUND LOOPED AND THE LEFT WING SPAR WAS DAMAGED WHEN THE WING IMPACTED THE GROUND. THE PILOT HAD DEPARTED THE AIRPORT WITH FOUR PARACHUTIST FOR A LOCAL PARACHUTE JUMPING FLIGHT. THE PILOT WAS FORCED TO ABORT THE JUMP MISSION AND RETURN TO THE AIRPORT DUE TO THE PREVAILING HIGH WINDS IN THE AREA. THE PILOT'S WEATHER EVALUATION PRIOR TO THE FLIGHT WAS BASED ON LOCAL REPORTS AND FORECASTS RECEIVED BY TELEVISION, WHICH INDICATED THAT A 'STORM' WAS APPROACHING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO COMPENSATE FOR THE CROSSWIND CONDITIONS. FACTORS WERE THE CROSSWIND, AND THE PILOT'S IMPROPER WEATHER EVALUATION.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND

2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

On July 4, 1995, at 1945 central daylight time, a Cessna 180E, N8676X, sustained substantial damage while landing near Springdale, Arkansas. The private pilot and his four passengers were not injured. Visual meteorological conditions prevailed for the parachute jumping flight.

In the enclosed narrative history of the flight, the pilot stated that "the wind abruptly changed from approximately 220 to 270 degrees creating a strong crosswind causing the airplane to ground loop." Winds at Fayetteville, 11 miles south, were from 290 degrees at 19, gusting to 37 knots. Runway 18 was in use at the time of the accident. The pilot reported wind was from 270 degrees "creating a strong crosswind." In his enclosed report, he stated that he received his weather information from television and that a "storm was moving in."

According to the operator, the flight returned to the initial point of departure after aborting a parachute jumping exercise due to high winds in the area. The left wing spar was damaged and the airplane came to rest in the inverted position.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 58, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical-w/<br>waivers/lim  | <b>Last FAA Medical Exam:</b>            | August 25, 1993 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 1526 hours (Total, all aircraft), 289 hours (Total, this make and model), 1526 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 33 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>                  | N8676X          |
| <b>Model/Series:</b>                 | 180E 180E                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 18051076        |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 1               |
| <b>Date/Type of Last Inspection:</b> | May 22, 1995 Annual      | <b>Certified Max Gross Wt.:</b>       | 2650 lbs        |
| <b>Time Since Last Inspection:</b>   | 14 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2530 Hrs                 | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-470-R         |
| <b>Registered Owner:</b>             | COLLIER, KENNETH R.      | <b>Rated Power:</b>                   | 230 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | FYV ,1300 ft msl                 | <b>Distance from Accident Site:</b>         | 11 Nautical Miles |
| <b>Observation Time:</b>                | 19:55 Local                      | <b>Direction from Accident Site:</b>        | 180°              |
| <b>Lowest Cloud Condition:</b>          | Unknown                          | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  | Broken / 2500 ft AGL             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 19 knots / 37 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 290°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 29 inches Hg                     | <b>Temperature/Dew Point:</b>               | 27°C / 20°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | (ASG )                           | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 19:30 Local                      | <b>Type of Airspace:</b>                    | Class D           |

## Airport Information

|                             |                          |                                  |             |
|-----------------------------|--------------------------|----------------------------------|-------------|
| <b>Airport:</b>             | SPRINGDALE MUNICIPAL ASG | <b>Runway Surface Type:</b>      | Asphalt     |
| <b>Airport Elevation:</b>   | 1357 ft msl              | <b>Runway Surface Condition:</b> | Dry         |
| <b>Runway Used:</b>         | 18                       | <b>IFR Approach:</b>             | None        |
| <b>Runway Length/Width:</b> | 5400 ft / 75 ft          | <b>VFR Approach/Landing:</b>     | Straight-in |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 4 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 5 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Casanova, Hector  |
| <b>Additional Participating Persons:</b> | RAYMOND G D'ANGELO; LITTLE ROCK , AR  |
| <b>Original Publish Date:</b>            | September 24, 1995  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=19476">https://data.ntsb.gov/Docket?ProjectID=19476</a> |

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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](#).