



Aviation Investigation Final Report

Location:	Llano, Texas	Accident Number:	CEN25LA092
Date & Time:	February 6, 2025, 15:00 Local	Registration:	N73081
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor was demonstrating a landing to the pilot who was receiving instruction. At the time of the landing, the flight instructor reported the wind condition was “variable and gusty.” During the landing roll on the dry asphalt runway, he lost directional control, a ground loop occurred, and the airplane departed the runway to the right. The airplane came to rest inverted on a grass field near the runway, and the two occupants were able to egress from the airplane without further incident.

The airplane sustained substantial damage to the fuselage, the right wing strut, and the empennage. The flight instructor reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The flight instructor, who had a total of 20 hours tailwheel flight time (with 9 hours performing tailwheel flight instruction), further reported that the accident could have been prevented by obtaining more experience from a “more qualified” flight instructor before instructing in “variable and gusty” wind conditions.

Probable Cause and Findings

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

The flight instructor’s failure to maintain directional control during the landing roll, that resulted in a ground loop, and a subsequent runway excursion.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Personnel issues	Incorrect action performance - Instructor/check pilot
Personnel issues	Task monitoring/vigilance - Instructor/check pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision during takeoff/land
Landing-landing roll	Nose over/nose down
Post-impact	Evacuation

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	20, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 19, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 21, 2024
Flight Time:	(Estimated) 652 hours (Total, all aircraft), 10 hours (Total, this make and model), 559 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 78 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	19, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 8, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 8, 2024
Flight Time:	(Estimated) 315 hours (Total, all aircraft), 9 hours (Total, this make and model), 242 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N73081
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10297
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 3, 2024 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2085.6 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	C91A installed, not activated	Engine Model/Series:	C85-12
Registered Owner:	On file	Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAQO,1102 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	263°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	30°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Llano, TX	Type of Flight Plan Filed:	None
Destination:	Llano, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LLANO MUNI AQO	Runway Surface Type:	Asphalt
Airport Elevation:	1101 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	4202 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.788722,-98.662108(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Steven Henderson; FAA San Antonio FSDO; San Antonio, TX
Original Publish Date:	March 13, 2025
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=199660

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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](#).