



# Aviation Investigation Final Report

<b>Location:</b>	CARLISLE, Arkansas	<b>Accident Number:</b>	FTW97LA279
<b>Date &amp; Time:</b>	July 22, 1997, 02:00 Local	<b>Registration:</b>	N9320C
<b>Aircraft:</b>	Cessna 180	<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

Skid marks and ground scars indicated that the non-certificated pilot, who was not authorized to use the airplane, lost control during the night takeoff roll. The airplane swerved to the right and went off the runway into the grass, and the left wingtip and horizontal stabilizer dragged on the ground. The airplane was found abandoned beside the runway when airport personnel arrived for work at 0530. An investigation conducted by local law enforcement personnel revealed that the pilot was the airplane owner's 18-year-old son, who had received approximately 6 hours of dual instruction in the airplane, but had not been endorsed for solo flight.

## 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 of the airplane during the takeoff roll (at night).

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. (F) LIGHT CONDITION - NIGHT
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On July 22, 1997, approximately 0200 central daylight time, a Cessna 180 airplane, N9320C, was substantially damaged following a loss of control during takeoff roll on runway 27 at the Carlisle Municipal Airport in Carlisle, Arkansas. The non-certificated pilot and his four passengers were not injured. The airplane was owned by a private individual, and its use by the pilot was not authorized. No flight plan was filed for the Title 14 CFR Part 91 personal local flight and night visual meteorological conditions prevailed.

During a telephone interview conducted by the NTSB investigator-in-charge (IIC), the owner of the fixed base operation (FBO) where the airplane was hangared reported that when he arrived at the airport about 0530, he discovered that someone had broken into his hangar. Two of his airplanes had been pulled out of the hangar and left on the ramp, and the accident airplane was missing. He found the missing airplane abandoned in the grass approximately 40 feet north of the edge of runway 9/27.

A FAA inspector examined the tailwheel-equipped airplane and reported that it came to rest upright on a northerly heading. The left wing tip, the left horizontal stabilizer, and the left elevator sustained structural damage. The left wheel and the left door separated from the airplane. Skid marks were visible on the runway leading from east to west and veering toward the north edge of the runway, and ground scars corresponding to the left wing tip and the left horizontal stabilizer were found in the grass to the north of the runway.

During a telephone interview conducted by the NTSB IIC, the Chief of the Carlisle Police Department reported that his investigation determined that the airplane owner's 18-year-old son along with four of his friends had taken the airplane from the hangar and "crashed it on takeoff."

A follow-up telephone interview (conducted by the NTSB IIC) with the FBO owner, who was a flight instructor, revealed that he had given the pilot approximately 6 hours of dual instruction in the airplane. He had not endorsed the pilot's logbook for solo flight in the airplane.

## Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	18, Male
<b>Airplane Rating(s):</b>	None	<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>	None Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9320C
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31718
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 9, 1996 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470-J
<b>Registered Owner:</b>	JACK E. EVANS	<b>Rated Power:</b>	225 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>	Night/bright
<b>Observation Facility, Elevation:</b>	LIT ,260 ft msl	<b>Distance from Accident Site:</b>	26 Nautical Miles
<b>Observation Time:</b>	01:50 Local	<b>Direction from Accident Site:</b>	250°
<b>Lowest Cloud Condition:</b>	Scattered / 7500 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 24°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	(4M3 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	02:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CARLISLE MUNICIPAL 4M3	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	240 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4500 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## 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>	34.780715,-91.739418(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Snyder, Georgia
<b>Additional Participating Persons:</b>	RODNEY D WILLIAMSON; LITTLE ROCK , AR
<b>Original Publish Date:</b>	January 30, 1998
<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=20290">https://data.ntsb.gov/Docket?ProjectID=20290</a>

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