



Aviation Investigation Final Report

Location:	ABILENE, Texas	Accident Number:	FTW98LA230
Date & Time:	May 15, 1998, 15:54 Local	Registration:	N4775B
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing roll on runway 35L, the aircraft ground looped. The pilot reported that during the approach, at about 300 feet, he noticed 'left crosswind gusts.' After normal main wheel contact (wheel landing) the 'aircraft started scooting right while trying to weathervane to the left.' The reported wind condition at the time of the accident was from 290 degrees at 13 knots, gusting to 17 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper compensation for the crosswind conditions resulting in a ground loop. A factor was the crosswind condition.

Findings

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

Findings

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

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

Findings

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

Factual Information

On May 15, 1998, at 1554 central daylight time, a Cessna 180 tail wheel equipped airplane, N4775B, owned and operated by the pilot, was substantially damaged following a loss of control during the landing roll at the Abilene Regional Airport, Abilene, Texas. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed for the Title 14 CFR Part 91 personal flight. The flight originated from Lubbock, Texas, about 1 hour 09 minutes prior to the accident.

The pilot reported that during the approach for landing to Runway 35L, at about 300 feet, he noticed "left crosswind gusts. After normal main wheel contact (wheel landing) [the] aircraft started scooting right while trying to weathervane to the left." Subsequently, the aircraft "ground looped."

On the enclosed form 6120.1/2, the pilot reported that he had accumulated a total of 471 flight hours, of which 52 were in the accident airplane.

Examination of the aircraft by the FAA inspector revealed that the firewall was buckled, and the right main landing gear was damaged.

At 1553, the reported wind condition at the Abilene Regional Airport was from 290 degrees at 13 knots gusting to 17 knots.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 5, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	471 hours (Total, all aircraft), 52 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4775B
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31673
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 1997 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2114 Hrs	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-J
Registered Owner:	STEPHEN W. HOLLABAUGH	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ABI ,1790 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LUBBOCK , TX (F82)	Type of Flight Plan Filed:	VFR
Destination:	(ABI)	Type of Clearance:	VFR
Departure Time:	14:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	ABILENE REGIONAL ABI	Runway Surface Type:	Asphalt
Airport Elevation:	1790 ft msl	Runway Surface Condition:	Dry
Runway Used:	35L	IFR Approach:	None
Runway Length/Width:	7202 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.339038,-99.670814(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	DENNIS J HILL; LUBBOCK , TX
Original Publish Date:	May 19, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=20615

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