



Aviation Investigation Final Report

Location:	ALBUQUERQUE, New Mexico	Accident Number:	FTW98LA277
Date & Time:	June 19, 1998, 18:40 Local	Registration:	N3196D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing on a dirt road to fuel the aircraft at a service station, the pilot lost control of the aircraft during landing roll and the aircraft performed a ground loop causing damage to the right wing, right horizontal stabilizer, main landing gear, propeller, and cowl. The pilot said he landed often on the road to fuel his aircraft, but on this occasion he said he failed to correct for the crosswind which was 15 to 20 knots.

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 control of the aircraft during landing roll. A factor was crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND

Factual Information

On June 19, 1998, at 1840 mountain daylight time, a Cessna 180, N3196D, sustained substantial damage during landing roll on a dirt road approximately 30 miles west of Albuquerque, New Mexico. The airline transport certificated pilot and his two passengers were not injured. The flight was being operated under Title 14 CFR Part 91 and no flight plan was filed. Visual meteorological conditions prevailed for this personal flight which originated at Valencia, New Mexico.

According to the pilot, he was landing on a dirt road to buy fuel at a service station and lost control of the aircraft during the landing roll. The right wing, right horizontal stabilizer, main landing gear, propeller, and cowl were deformed when, according to the pilot, he allowed the aircraft to ground loop. The pilot related to the FAA inspector, who went to the scene, that he often stopped at that service station for fuel, but on this occasion he said he failed to correct for the crosswind which was 15 to 20 knots.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 29, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12500 hours (Total, all aircraft), 12400 hours (Pilot In Command, all aircraft), 171 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3196D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31994
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 1, 1998 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3785 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-J1CR
Registered Owner:	ERIC R. TRIGG	Rated Power:	230 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:	ABQ ,5352 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VALENCIA , NM (NONE)	Type of Flight Plan Filed:	None
Destination:	(ABQ)	Type of Clearance:	None
Departure Time:	18:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	RICKEY A UNDERWOOD; ALBUQUERQUE , NM
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20656

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](#).