



Aviation Investigation Final Report

Location:	HAILEY, Idaho	Accident Number:	SEA00LA139
Date & Time:	July 22, 2000, 11:40 Local	Registration:	N2780X
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was landing the tailwheel-equipped airplane on a dry paved runway. The pilot reported that shortly after touchdown, during the landing roll, the airplanes right brake locked up and the airplane subsequently ground looped. After the accident, a certified mechanic functionally checked the aircraft's brakes and reported that the brakes functioned properly and that there was no evidence of a brake failure. At 1155 MDT, Hailey winds were from 200 degrees true at 12 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure to adequately compensate for wind conditions.

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 - INADEQUATE - PILOT IN COMMAND

Factual Information

On July 22, 2000, about 1140 mountain daylight time, a Cessna 180H, N2780X, registered to and operated by the pilot as a 14CFR91 personal/pleasure flight sustained substantial damage while landing at Friedman Memorial Airport, Hailey, Idaho. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight. The flight originated from Yellow Pine, Idaho, approximately 50 minutes prior to the accident. There was no fire and no report of ELT activation.

The pilot reported that the airplane touched down, in a three-point attitude, on runway 13. He stated that when he applied the brakes, the right main locked-up and the airplane subsequently ground looped. Substantial damage was reported to the airplane's left wing.

At 1155 MDT, Hailey winds were from 200 degrees true at 12 knots.

At the request of the National Transportation Safety Board, a certified mechanic functionally checked the aircraft's brakes. He reported that the brakes functioned properly and that there was no evidence of a mechanical failure.

Further inspection of the aircraft by the pilot's mechanic revealed that the left brake torque plate and brake cylinder were cracked. Corrosion was noted to the right wheel and brake cylinder assemblies. The right brake disc was pitted and worn to limits (Inspection report attached).

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 8, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1214 hours (Total, all aircraft), 235 hours (Total, this make and model), 1214 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2780X
Model/Series:	180H 180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	180-51580
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 8, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8291 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	RICHARD G. WHITEHEAD	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:	SUN ,5315 ft msl	Distance from Accident Site:	
Observation Time:	11:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YELLOW PINE , ID (3U2)	Type of Flight Plan Filed:	None
Destination:	(SUN)	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	HAILEY FRIEDMON MEMORIAL SUN	Runway Surface Type:	Asphalt
Airport Elevation:	5315 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6602 ft / 100 ft	VFR Approach/Landing:	Straight-in

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:	43.56903,-114.210884(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	LEWIS H SANDERS;
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49821

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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](#).