



Aviation Investigation Final Report

Location:	Clovis, New Mexico	Accident Number:	DEN01LA049
Date & Time:	February 4, 2001,	Registration:	N180PG
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot, and sole occupant, was practicing touch-and-go landings and after landing and applying full power for take-off, as he attempted to adjust the trim. The airplane swerved to the left, and then hopped. The right main landing gear collapsed causing the prop and right wing to strike the runway. Then it swerved to the left side of the runway and stopped. The right wing outboard of the wing strut was bent up approximately 40 degrees. The right main landing gear, the fuselage between the landing gear attachment points and the propeller were also damaged. At the time of the accident, the pilot had 54 hours total time, 27 hours as pilot in command, 9 hours in make and model, and 4 hours within the last 30 and 90 days.

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, which resulted in the subsequent swerve of the airplane. Contributing factors were the pilot's lack of experience in make and model and his diverted attention while attempting to adjust the trim.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On February 4, 2001, at approximately 0820 mountain standard time, a Cessna 180K, N180PG, was substantially damaged when it collided with terrain during a touch-and-go landing at Clovis Municipal Airport, Clovis, New Mexico. The private pilot and sole occupant was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for this local personal flight being conducted under Title 14 CFR Part 91. The flight originated at approximately 0815.

According to the pilot, he was practicing touch-and-go landings on runway 04. After landing and applying full power for takeoff, he attempted to adjust the trim. The airplane swerved to the left, and then hopped. The right main landing gear collapsed causing the prop and right wing to strike the runway. Then it swerved to the left side of the runway and stopped. The right wing outboard of the wing strut was bent up approximately 40 degrees. The right main landing gear, the fuselage between the landing gear attachment points and the propeller were also damaged.

According to the pilot's accident report, at the time of the accident, he had 54 hours total time, 27 hours as pilot in command, 9 hours in make and model, and 4 hours within the last 30 and 90 days.

Pilot Information

Certificate:	Private	Age:	19, 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:	February 3, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 24, 2000
Flight Time:	54 hours (Total, all aircraft), 9 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180PG
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053135
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 1, 2001 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2898 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-50
Registered Owner:	Blake Curtis	Rated Power:	265 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCVN,4216 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:55 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clovis, NM (KCVN)	Type of Flight Plan Filed:	None
Destination:	Clovis, NM (KCVN)	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Clovis Municipal CVN	Runway Surface Type:	Asphalt
Airport Elevation:	4216 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	6200 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.409317,-103.200042(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	William J Fitzgerald; FAA FSDO; Lubbock, TX
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51442

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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](#).