



# Aviation Investigation Final Report

---

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Jean, Nevada                         | <b>Accident Number:</b> | LAX02LA086  |
| <b>Date &amp; Time:</b>        | February 10, 2002, 12:00 Local       | <b>Registration:</b>    | N9386C      |
| <b>Aircraft:</b>               | Cessna 180                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

---

## Analysis

The pilot reported he was conducting a local area flight and intended to make a stop-and-go landing on the dry lakebed at Jean. After landing and bringing the airplane to a stop, he made a practice short-field takeoff with the first notch of flaps extended. He believed that the airplane encountered a dust devil during the takeoff roll and a ground loop ensued.

## 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.

## 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. GROUND LOOP/SWERVE

## Factual Information

On February 10, 2002, at 1200 Pacific standard time, a Cessna 180, N9386C, ground looped during takeoff from a dry lakebed runway near Jean, Nevada. The private-certificated pilot and one passenger were not injured. The airplane was substantially damaged. The local area, personal flight was operated by the owner under 14 CFR Part 91, and departed from Henderson airport, Las Vegas, Nevada, at 1130. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot told the Safety Board investigator he was conducting a local area flight and intended to make a stop-and-go landing on the dry lakebed at Jean. After landing and bringing the airplane to a stop, he made a practice short-field takeoff with the first notch of flaps extended. He believed that the airplane encountered a dust devil during the takeoff roll and a ground loop ensued.

### Pilot Information

|                                  |   |  |                   |
|----------------------------------|---|--|-------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 77, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <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>    | Class 3 None  | <b>Last FAA Medical Exam:</b>            | November 10, 2000 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> | August 13, 2001   |
| <b>Flight Time:</b>              | 5500 hours (Total, all aircraft), 100 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                              |                                       |                |
|--------------------------------------|------------------------------|---------------------------------------|----------------|
| <b>Aircraft Make:</b>                | Cessna                       | <b>Registration:</b>                  | N9386C         |
| <b>Model/Series:</b>                 | 180                          | <b>Aircraft Category:</b>             | Airplane       |
| <b>Year of Manufacture:</b>          |                              | <b>Amateur Built:</b>                 |                |
| <b>Airworthiness Certificate:</b>    | Normal                       | <b>Serial Number:</b>                 | 31784          |
| <b>Landing Gear Type:</b>            | Tailwheel                    | <b>Seats:</b>                         | 4              |
| <b>Date/Type of Last Inspection:</b> | February 6, 2001 Annual      | <b>Certified Max Gross Wt.:</b>       | 2550 lbs       |
| <b>Time Since Last Inspection:</b>   | 46 Hrs                       | <b>Engines:</b>                       | Reciprocating  |
| <b>Airframe Total Time:</b>          | 4820 Hrs at time of accident | <b>Engine Manufacturer:</b>           | Continental    |
| <b>ELT:</b>                          | Installed, not activated     | <b>Engine Model/Series:</b>           | O-470J         |
| <b>Registered Owner:</b>             | Peter L. Flangas             | <b>Rated Power:</b>                   | 225 Horsepower |
| <b>Operator:</b>                     |                              | <b>Operating Certificate(s) Held:</b> | None           |

## Meteorological Information and Flight Plan

|   |                     |   |              |
|---|---------------------|---|--------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)        | <b>Condition of Light:</b>                  | Day          |
| <b>Observation Facility, Elevation:</b> | LAS                 | <b>Distance from Accident Site:</b>         |              |
| <b>Observation Time:</b>                | 11:56 Local         | <b>Direction from Accident Site:</b>        |              |
| <b>Lowest Cloud Condition:</b>          | Clear               | <b>Visibility</b>                           | 10 miles     |
| <b>Lowest Ceiling:</b>                  | None                | <b>Visibility (RVR):</b>                    |              |
| <b>Wind Speed/Gusts:</b>                | 9 knots /           | <b>Turbulence Type Forecast/Actual:</b>     | /            |
| <b>Wind Direction:</b>                  | 60°                 | <b>Turbulence Severity Forecast/Actual:</b> | /            |
| <b>Altimeter Setting:</b>               | 30.7 inches Hg      | <b>Temperature/Dew Point:</b>               | 12°C / -11°C |
| <b>Precipitation and Obscuration:</b>   |                     |   |              |
| <b>Departure Point:</b>                 | Las Vegas, NV (L15) | <b>Type of Flight Plan Filed:</b>           | None         |
| <b>Destination:</b>                     |                     | <b>Type of Clearance:</b>                   | None         |
| <b>Departure Time:</b>                  | 11:30 Local         | <b>Type of Airspace:</b>                    | Unknown      |

## Wreckage and Impact Information

|                            |        |                             |                       |
|----------------------------|--------|-----------------------------|-----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial           |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                  |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                  |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 35.916667,-115.833335 |

## Administrative Information

**Investigator In Charge (IIC):** Parker, Richard

**Additional Participating Persons:** Michael Murphy; Las Vegas, NV

**Original Publish Date:** June 8, 2005

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=54206>

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](#).