



Aviation Investigation Final Report

Location:	Jacksonville, Florida	Accident Number:	ATL02LA126
Date & Time:	June 19, 2002, 09:00 Local	Registration:	N9150C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot was conducting a wheel landing to a full stop with a certified flight instructor (CFI) in the right front seat evaluating his performance. Upon touchdown, as the tail wheel started to come down, the airplane veered to the left. The CFI got on the controls with the rated pilot. Both pilots applied right rudder. The CFI stated that it felt like the right brake had locked. The airplane continued to the left. The left wheel went off the runway and the airplane nosed over. Examination of the left and right brake assembly revealed no anomalies.

Probable Cause and Findings

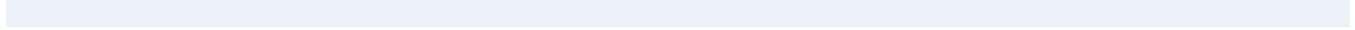
The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control on landing rollout resulting in an inadvertent ground loop. A factor related to the accident was the certified flight instructors inadequate supervision of the training flight.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND



Factual Information

On June 19, 2002, about 0900 eastern daylight time, a Cessna 180, N9150C, registered to a private owner operating as a 14 CFR Part 91 instructional flight, experienced a loss of directional control on landing roll out at Harlong Airport in Jacksonville, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot receiving instruction and the commercial pilot certified flight instructor (CFI) reported no injuries. The flight originated from Herlong Airport, Jacksonville, Florida, at 0800.

The CFI and pilot stated he had made two full stop landings, and one touch and go landing before the accident. He completed his before landing check on downwind and listened to the AWOS weather information. The winds were reported as calm. The pilot made a wheel landing and as the tail wheel began to lower, the airplane started to veer to the left. The CFI got on the flight controls with the pilot and they both applied right rudder. The airplane continued to veer to the left, and the left main landing gear went off the side of the runway and the airplane nosed over. The CFI stated the pilot encountered a gust of wind and lost directional control of the airplane.

The 0915 AWOS surface weather observation at the time of the accident at Herlong Airport was: wind calm, visibility 10 miles, ceiling 1,400 overcast, temperature 75-degrees Fahrenheit, dew point temperature 75-degrees Fahrenheit, and altimeter 30.17.

Examination of the airplane by an airframe and power plant mechanic for De Bar Aviation located at Herlong Airport revealed sudden stoppage damage to the engine assembly and accessories. The right main landing gear box structure and cabin floor was buckled. A functional check of the left and right brake assembly revealed no anomalies.

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 30, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 21, 2001
Flight Time:	252 hours (Total, all aircraft), 1 hours (Total, this make and model), 174 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9150C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31204
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 1, 2001 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3721 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470A
Registered Owner:	Johnny W. Bruce	Rated Power:	225 Horsepower
Operator:	Jimmy R. Westbrook	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HEG,87 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:15 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	24°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jacksonville, FL (HEG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Herlong Airport HEG	Runway Surface Type:	Asphalt
Airport Elevation:	87 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.277778,-81.805831

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol A.
Additional Participating Persons:	Alan Nemcik; Orlando FSDO-15; Orlando, FL
Original Publish Date:	April 15, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54982

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](#).