



Aviation Investigation Final Report

Location:	Hailey, Idaho	Accident Number:	SEA06CA150
Date & Time:	July 30, 2006, 11:30 Local	Registration:	N42401
Aircraft:	Cessna 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a written report, the pilot stated that during the landing rollout "a gust [of wind] came up and I lost directional control. I made the proper corrections but the aircraft was at the end of the landing phase and ground looped to the left." The pilot reported that winds at the time of the accident were from 250 degrees at 15-20 knots and gusting.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's 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
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On July 30, 2006, about 1130 mountain daylight time, a Cessna 180J airplane, N42401, sustained substantial damage while landing at the Friedman Memorial Airport, Hailey, Idaho. The commercial pilot, the owner and operator of the airplane, and the one passenger aboard, were not injured. The airplane was being operated as a visual flight rules (VFR) cross-country flight under the provisions of Title 14 CFR Part 91 when the accident occurred. Visual meteorological conditions prevailed. No flight plan was filed for the flight that originated from Stanley, Idaho, approximately 30 minutes prior to the accident.

In a written report to the National Transportation Safety Board (NTSB), the pilot reported that during the landing rollout "a gust [of wind] came up and I lost directional control. I made the proper corrections but the aircraft was at the end of the landing phase and ground looped to the left."

The pilot reported that winds at the time of the accident were from 250 degrees at 15-20 knots and gusting.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	June 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3070 hours (Total, all aircraft), 1363 hours (Total, this make and model), 3070 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N42401
Model/Series:	180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	52350180
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Thomas G. Lenze	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	STANLEY, ID (2U7)	Type of Flight Plan Filed:	None
Destination:	Hailey , IA (KSUN)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	FRIEDMAN MEMORIAL SUN	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	31	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

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:	43.504444,-114.296112

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons:

Original Publish Date: October 31, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=64249>

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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](#).