



Aviation Investigation Final Report

Location:	Elk City, Idaho	Accident Number:	SEA06CA156
Date & Time:	August 2, 2006, 07:20 Local	Registration:	N3239D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he landed to the north on the 4,100-foot-long turf airstrip and had slowed the airplane to about 25 mph when it "went to the right of centerline." He attempted to regain directional control by using left rudder and brake, but was unable to prevent the airplane from ground looping. The pilot commented that he "should have been faster on the rudder pedals to not let it get away."

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 a ground loop during the landing roll.

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. (C) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On August 2, 2006, about 0720 Pacific daylight time, a Cessna 180, N3239D, sustained substantial damage when it ground looped during landing at Moose Creek USFS Airport, Elk City, Idaho. The private pilot and the two passengers were not injured. The airplane was registered to a private individual and operated by the pilot. Visual meteorological conditions prevailed for the 14 CFR Part 91 personal flight and no flight plan was filed. The flight departed from a private airstrip in Sandpoint, Idaho about 0600.

According to the pilot, he landed to the north on the 4,100-foot-long turf airstrip and had slowed the airplane to about 25 mph when it "went to the right of centerline." He attempted to regain directional control by using left rudder and brake, but was unable to prevent the airplane from ground looping. The pilot commented that he "should have been faster on the rudder pedals to not let it get away." An FAA inspector examined the airplane and reported that the left wing sustained structural damage.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	387 hours (Total, all aircraft), 6 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3239D
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32037
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:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	On file	Rated Power:	
Operator:	On file	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:	Sandpoint, ID	Type of Flight Plan Filed:	None
Destination:	Elk City, ID (1U1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Moose Creek USFS 1U1	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	01	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	46.120834,-114.927223

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons:

Original Publish Date: November 29, 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=64288>

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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](#).