



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Winslow, Arizona                     | <b>Accident Number:</b> | LAX07CA116  |
| <b>Date &amp; Time:</b>        | March 29, 2007, 10:20 Local          | <b>Registration:</b>    | N6450X      |
| <b>Aircraft:</b>               | Cessna 180D                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

After the airplane touched down on the runway, the pilot became distracted as he retracted the flaps and the airplane veered off the right side of the runway and ground looped. During the ground loop, the left wing and elevator were damaged. The pilot reported that the winds at the time of the accident were calm. The pilot stated that the airplane and engine had no mechanical failures or malfunctions.

## 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 during landing.

## 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. DIVERTED ATTENTION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - RUNWAY

## Factual Information

On March 29, 2007, about 1020 mountain standard time, a Cessna, 180D, N6450X, ground looped during landing on runway 29 at Winslow-Lindbergh Regional Airport (INW), Winslow, Arizona. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The cross-country personal flight departed Tucumcari, New Mexico, about 0800 mountain daylight time, with a planned destination of Winslow. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 35 degrees 01.18 minutes north latitude and 110 degrees 43.21 minutes west longitude.

The owner/pilot stated in a written report that after touchdown, he retracted the flaps. During this distraction, the airplane veered off to the right side of the runway, and ground looped. During the ground loop, the left wing and elevator were damaged. The pilot reported that the winds at the time of the accident were calm.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions.

### Pilot Information

|                                  |   |  |               |
|----------------------------------|---|--|---------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 59, Male      |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land  | <b>Seat Occupied:</b>                    | Left          |
| <b>Other Aircraft Rating(s):</b> | Helicopter  | <b>Restraint Used:</b>                   |               |
| <b>Instrument Rating(s):</b>     | Airplane; Helicopter  | <b>Second Pilot Present:</b>             | No            |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No            |
| <b>Medical Certification:</b>    | Class 2 With waivers/limitations  | <b>Last FAA Medical Exam:</b>            | May 1, 2006   |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> | April 1, 2005 |
| <b>Flight Time:</b>              | 3244 hours (Total, all aircraft), 1600 hours (Total, this make and model), 3062 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) |  |               |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna                         | <b>Registration:</b>                  | N6450X          |
| <b>Model/Series:</b>                 | 180D                           | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                                | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | 18050950        |
| <b>Landing Gear Type:</b>            | Tailwheel                      | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | November 1, 2006 Annual        | <b>Certified Max Gross Wt.:</b>       | 2650 lbs        |
| <b>Time Since Last Inspection:</b>   | 39 Hrs                         | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 6379 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated       | <b>Engine Model/Series:</b>           | IO-520          |
| <b>Registered Owner:</b>             | On file                        | <b>Rated Power:</b>                   | 300 Horsepower  |
| <b>Operator:</b>                     | On file                        | <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> | INW,4941 ft msl                  | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 09:56 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>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30.09 inches Hg                  | <b>Temperature/Dew Point:</b>               | 6°C / -2°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | TUCUMCARI, NM (TCC )             | <b>Type of Flight Plan Filed:</b>           | VFR              |
| <b>Destination:</b>                     | Winslow, AK                      | <b>Type of Clearance:</b>                   | VFR              |
| <b>Departure Time:</b>                  | 08:00 Local                      | <b>Type of Airspace:</b>                    |                  |

## Airport Information

|                             |                  |                                  |                       |
|-----------------------------|------------------|----------------------------------|-----------------------|
| <b>Airport:</b>             | WINSLOW MUNI INW | <b>Runway Surface Type:</b>      | Asphalt               |
| <b>Airport Elevation:</b>   | 4941 ft msl      | <b>Runway Surface Condition:</b> | Dry                   |
| <b>Runway Used:</b>         | 29               | <b>IFR Approach:</b>             | None                  |
| <b>Runway Length/Width:</b> | 7100 ft / 150 ft | <b>VFR Approach/Landing:</b>     | Full stop;Straight-in |

## Wreckage and Impact Information

|                            |        |                             |                       |
|----------------------------|--------|-----------------------------|-----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial           |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                  |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                  |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 35.019721,-110.720275 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Jones, Patrick  |
| <b>Additional Participating Persons:</b> | James ` Guthrie; Federal Aviation Administration; Scottsdale, AZ                                      |
| <b>Original Publish Date:</b>            | May 29, 2007  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=65529">https://data.nts.gov/Docket?ProjectID=65529</a> |

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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](#).