



Aviation Investigation Final Report

Location:	Denton, Texas	Accident Number:	CEN09CA027
Date & Time:	October 19, 2008, 06:50 Local	Registration:	N1729F
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported in a telephone interview that he planned to do proficiency landings during the early morning hours. During one of the landings, the wing began to lift and he was not able to regain directional control of the single-engine tail-wheel equipped airplane. The airplane then "ground-looped", and came to rest inverted on the runway. The pilot further reported that there were no mechanical malfunctions or failures with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control and subsequent "ground-loop."

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 11, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 15, 2008
Flight Time:	16278 hours (Total, all aircraft), 538 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1729F
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30619
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 8, 2008 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:			
Departure Point:	Roanoke, TX (52F)	Type of Flight Plan Filed:	None
Destination:	Denton, TX (KDTO)	Type of Clearance:	None
Departure Time:	05:00 Local	Type of Airspace:	

Airport Information

Airport:	Denton KDTO	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5999 ft / 150 ft	VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	33.200279,-97.191947(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Frank Gentile; FAA FSDO; Fort Worth, TX
Original Publish Date:	January 22, 2009
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=69319

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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](#).