



# Aviation Investigation Final Report

<b>Location:</b>	Justin, Texas	<b>Accident Number:</b>	CEN09LA036
<b>Date &amp; Time:</b>	October 26, 2008, 14:25 Local	<b>Registration:</b>	N1846Z
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said, "Upon landing, the nose of the airplane pitched down, making the airplane uncontrollable and [it] tipped on its back." He also wrote that he didn't know why the airplane pitched down. He told an Federal Aviation Administration inspector that he just "lost it." A postaccident inspection revealed no preimpact 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 control of the airplane during landing.

## Findings

<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

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

On October 26, 2008, approximately 1425 central daylight time, a Cessna 180K, N1846Z, registered to and piloted by an airline transport certificated pilot, was substantially damaged when the airplane nosed over and impacted terrain during landing at Clark Airport (3T6), Justin, Texas. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. The pilot, the sole occupant on board, was not injured. The local flight originated at an undetermined time.

In his accident report the pilot wrote, "Upon landing, the nose of the airplane pitched down, making the airplane uncontrollable and [it] tipped on its back." The pilot also wrote that he didn't know why the airplane pitched down. He told an FAA inspector that he just "lost it." FAA post-accident inspection revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 12, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 26, 2008
<b>Flight Time:</b>	22000 hours (Total, all aircraft), 180 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1846Z
<b>Model/Series:</b>	180 K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	180-52968
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	80 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10263 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	Dale W. Hendrickson	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	Dale W. Hendrickson	<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>	DT0,642 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	216°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Munster, TX (XA48)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Justin, TX (3T6 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Unknown

## Airport Information

<b>Airport:</b>	Clark Airport 3T6	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	705 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	33.134166,-97.298057(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	Dale R Johnson; FAA Flight Standards District Office; Fort Worth, TX
<b>Original Publish Date:</b>	June 11, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=69358">https://data.ntsb.gov/Docket?ProjectID=69358</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](#).