



Aviation Investigation Final Report

Location:	Roswell, New Mexico	Accident Number:	CEN13CA223
Date & Time:	March 29, 2013, 15:15 Local	Registration:	N7714A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said he encountered a gust of wind during the landing roll, and the tailwheel-equipped airplane ground looped. The left wing, left horizontal stabilizer, and the left elevator were substantially damaged. The pilot reported there were no mechanical deficiencies that would have precluded normal operation of the airplane or engine.

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 on the landing roll after encountering a gust of wind, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Ability to respond/compensate
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 26, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 3, 2011
Flight Time:	841 hours (Total, all aircraft), 584 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7714A
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32611
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 16, 2012 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3608.9 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	DAVID M STEVENS ATTORNEY AT LAW PC	Rated Power:	230 Horsepower
Operator:	DAVID M STEVENS ATTORNEY AT LAW PC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ROW,3671 ft msl	Distance from Accident Site:	
Observation Time:	15:51 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	28°C / -9°C
Precipitation and Obscuration:			
Departure Point:	Big Spring, TX (KPBG)	Type of Flight Plan Filed:	Unknown
Destination:	Roswell, NM (ROW)	Type of Clearance:	VFR;VFR flight following
Departure Time:	14:45 Local	Type of Airspace:	

Airport Information

Airport:	Roswell ROW	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.300834,-104.525001

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Gordon Morris; FAA/FSDO; Lubbock, TX
Original Publish Date:	June 4, 2013
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.ntsb.gov/Docket?ProjectID=86622

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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](#).