



# Aviation Investigation Final Report

<b>Location:</b>	Nampa, Idaho	<b>Accident Number:</b>	WPR14LA205
<b>Date &amp; Time:</b>	May 13, 2014, 14:30 Local	<b>Registration:</b>	N5281D
<b>Aircraft:</b>	Cessna 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, after an uneventful approach to the runway, he conducted a tail-low, three-point landing in the tailwheel-equipped airplane. About 30 ft into the landing roll, the airplane suddenly turned sharply right and ground looped. Subsequently, the landing gear collapsed, and the left wing impacted the ground. Postaccident examination of the tailwheel revealed that, although it was heavily worn, it castered freely. No evidence of a mechanical malfunction or failure of the tailwheel was found that would have precluded normal operation.

## 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 the landing roll, which resulted in a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse
<b>Landing-landing roll</b>	Ground collision

On May 13, 2014, about 1430 mountain daylight time, a Cessna 180A, N5281D, sustained substantial damage to the left wing during a ground loop at the Nampa Municipal Airport (MAN), Nampa, Idaho. The private pilot and one passenger were not injured. The airplane was owned and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated from MAN at about 1415.

The pilot reported that after an uneventful approach to the runway, he landed the tailwheel equipped airplane in a tail low, three-point landing. About 30 feet into the landing roll the airplane suddenly turned sharply to the right and ground looped. Subsequently, the landing gear collapsed and the left wing impacted the ground.

Postaccident examination of the tailwheel by a Federal Aviation Administration inspector revealed the tailwheel was heavily worn; however, it castered freely, and no anomalies were noted.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<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>	May 19, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 28, 2013
<b>Flight Time:</b>	4060 hours (Total, all aircraft), 2000 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5281D
<b>Model/Series:</b>	180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1958	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50179
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 16, 2014 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6306 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	Bruce Lape	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	Bruce Lape	<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>	MAN,2537 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:35 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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.39 inches Hg	<b>Temperature/Dew Point:</b>	22°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Nampa, ID (MAN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Nampa, ID (MAN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Nampa Municipal Airport MAN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2537 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.575553,-116.520553(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Link, Samantha
<b>Additional Participating Persons:</b>	Mike Misnick; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	May 13, 2015
<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=89261">https://data.ntsb.gov/Docket?ProjectID=89261</a>

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