



National Transportation Safety Board Aviation Accident Final Report

Location:	Lancaster, TX	Accident Number:	CEN12CA614
Date & Time:	09/01/2012, 0915 CDT	Registration:	N4431F
Aircraft:	CESSNA L-19E	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he landed the tailwheel-equipped airplane on the main wheels and upon slowing to about 20 mph, lowered the tailwheel to the runway. The airplane veered to the right, and the pilot attempted to control the direction by applying the left brake. He “overcorrected” to the left, and the airplane ground looped and veered off the left side of the runway. The inspection of the airplane revealed substantial damage to the right wing spar. The pilot stated that he should have added power to maintain directional control as soon as the turn started. He reported no mechanical malfunctions or failures with the airplane 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

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Incorrect action performance - Pilot (Cause)

Factual Information

History of Flight

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

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	09/21/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2613 hours (Total, all aircraft), 409 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N4431F
Model/Series:	L-19E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	24562
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/08/2011, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6851 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-11
Registered Owner:	Brian I. Hague	Rated Power:	190 hp
Operator:	Brian I. Hague	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LNC	Observation Time:	0900 CDT
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	37°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 210°	Visibility (RVR):	
Altimeter Setting:	30.05 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Haze		
Departure Point:	Fredericksburg, TX (T82)	Type of Flight Plan Filed:	None
Destination:	Lancaster, TX (LNC)	Type of Clearance:	None
Departure Time:	0735 CDT	Type of Airspace:	

Airport Information

Airport:	Lancaster Regional Airport (LNC)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6502 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	01/31/2013
Additional Participating Persons:	Marcus Taite; FAA Dallas FSDO; Dallas, TX		
Publish Date:	01/31/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84965		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.