



National Transportation Safety Board Aviation Accident Final Report

Location:	PEARLAND, TX	Accident Number:	GAA15CA059
Date & Time:	05/01/2015, 0940 CDT	Registration:	N66048
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that during the takeoff roll, the tail of the airplane began to lift, and an increasing amount of right rudder was required to maintain directional control and he believed that the airplane was at the beginning stages of a ground loop. The pilot reported that he applied full right rudder with a "stab" of right brake, the airplane stopped going to the left, and the right main wheel "snagged" the edge of a ditch and spun the airplane to the right, which resulted in substantial damage to the right aileron and wing.

The pilot reported no pre-impact mechanical failures or malfunctions with the airframe or engine 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 takeoff roll, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Other weather encounter Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	58
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	12/11/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/17/2015
Flight Time:	(Estimated) 1701 hours (Total, all aircraft), 18 hours (Total, this make and model), 1494 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N66048
Model/Series:	180K H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18052913
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/16/2014, Annual	Certified Max Gross Wt.:	3605 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3633 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	WOOD DENTON A.	Rated Power:	230 hp
Operator:	WOOD DENTON A.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KLVJ, 44 ft msl	Observation Time:	0953 CDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	305°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	22° C / 14° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 260°	Visibility (RVR):	
Altimeter Setting:	30.09 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON, TX (LVJ)	Type of Flight Plan Filed:	None
Destination:	EL RENO, OK (RQO)	Type of Clearance:	None
Departure Time:	0940 CDT	Type of Airspace:	Class G

Airport Information

Airport:	PEARLAND RGNL (LVJ)	Runway Surface Type:	Concrete
Airport Elevation:	44 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4313 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	07/08/2015
Additional Participating Persons:	Christopher Cotton; FAA; Houston, TX Jefferson A Riff; FAA; Houston, TX		
Publish Date:	10/28/2015		
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=91121		

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.

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