



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PEARLAND, TX	<b>Accident Number:</b>	GAA15CA059
<b>Date &amp; Time:</b>	05/01/2015, 0940 CDT	<b>Registration:</b>	N66048
<b>Aircraft:</b>	CESSNA 180K	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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.

## Flight Events

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

## Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Physical environment-Terrain-Sloped/uneven-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(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	Engines:	1 Reciprocating
Operator:	WOOD DENTON A.	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-470 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KLVJ, 44 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, 260°
Temperature:	22° C / 14° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON, TX (LVJ)	Destination:	EL RENO, OK (RQO)

## Airport Information

Airport:	PEARLAND RGNL (LVJ)	Runway Surface Type:	Concrete
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	4313 ft / 75 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	07/08/2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91121">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91121</a>		

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.