



Aviation Investigation Final Report

Location:	Grand Prairie, Texas	Accident Number:	CEN23LA275
Date & Time:	July 5, 2023, 12:10 Local	Registration:	N889SL
Aircraft:	Cessna 180A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot executed a wheel landing but before the tail wheel settled onto the runway, the airplane drifted to the right after encountering an unexpected wind shift. His efforts to maintain control were not successful. The airplane subsequently exited the runway and traversed across the grass towards a retention pond. In an attempt to stop the airplane before the pond, the pilot applied heavy braking, and the airplane nosed over and came to rest inverted. The vertical stabilizer, rudder, left wing and lift strut sustained substantial damage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. He added that transitioning the tail wheel down onto the runway sooner instead of expediting his exit from the runway, he may have been able to maintain directional control during the wind shift.

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 landing. Contributing to the accident was the unexpected sudden wind shift.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Sudden wind shift - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 21, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 27, 2022
Flight Time:	438.1 hours (Total, all aircraft), 81.7 hours (Total, this make and model), 416.2 hours (Pilot In Command, all aircraft), 25.1 hours (Last 90 days, all aircraft), 11.5 hours (Last 30 days, all aircraft), 3.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N889SL
Model/Series:	180A	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50226
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 8, 2023 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	22.47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3383.85 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGPM, 589 ft msl	Distance from Accident Site:	5756 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	303°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grand Prairie, TX (KGPM)	Type of Flight Plan Filed:	None
Destination:	Grand Prairie, TX	Type of Clearance:	VFR
Departure Time:	11:46 Local	Type of Airspace:	Class D

Airport Information

Airport:	Grand Prairie Municipal GPM	Runway Surface Type:	Concrete
Airport Elevation:	590 ft msl	Runway Surface Condition:	Dry
Runway Used:	18/36	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Full stop

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	Latitude, Longitude:	32.698976,-97.047071(est)

Administrative Information

Investigator In Charge (IIC): Galbraith, Damian

Additional Participating Persons: Christopher Wright; FAA; TX

Original Publish Date: October 5, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192530>

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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](#).