

Airman Questions

Please answer the following list of questions to help investigate, and determine national trends of the circumstances that relate to this occurrence/incident/accident:

1. Pilot Statement of the events of the flight. I was flying a few patterns in the Cessna 180 at KMEV, and on my third landing and what I intended to be a full stop the wind switched direction as I slowed down to taxiing speed. The change caught me off guard and the plane made a slow weathervane into the wind before I was able to react to the wind change. Upon stopping the momentum the plane tipped up on to one wheel and the wingtip and elevator touched the ground. This action bent the tip of the wing and elevator. I taxied the plane to the tie down.
2. Incident Aircraft Total Time (not pilot hours): 5990.2
3. Pilot hours:
 - Total, all aircraft? 130.4
 - Total, make & model in incident aircraft? 14.8
 - Total, last 12 months, all aircraft? 81.2
 - Last 30 and 90 days, all aircraft? 30 days prior to occurrence 30 days 10.9 / 90 days 34.1
 - Last 30 and 90 days, make and model involved? 10.9 / 15.1
 - Duty time, last 24 Hours. (121 and 135 Ops only)?
 - Flight Time, Last 24 hours? .3
 - Flight Time, Leg at time of occurrence? .3
4. Weather briefing source used time of flight? NOAA, Windy App, ATIS
5. **Dates** of pilot checks and tests within the **last 2 years** (Some may not apply):
 - Safety seminar or clinic?
 - Participate in wings program? enrolled in Wings
 - Attend any air carrier initial training?
 - Attend any air carrier recurrent training?
 - Attend any transition training? Tailwheel endorsement
 - Attend any Comm/Third party training?
 - Any other training? 63.1 dual instruction received
 - Flight review? check ride 4.27.23
 - Proficiency exam?
 - Competency exam?
 - Simulator?
 - Route Check (121 and 135 only)?

- Instrument Currency?
6. Have you had any past aircraft accidents, pilot deviations, or FAA disciplinary actions taken against any of your pilot certificates? no
 7. Were you wearing a headset? yes
 8. Was there an aircraft equipment malfunction? no
 9. Possible other factors if any? increasing gusty winds
 10. Method of navigation used? (RNAV, VOR, Vectors, Pilotage, etc) Pilotage (flying patterns)
 11. Method of pre-flight briefing? (AFSS, DUATS, Private vendor, etc) ATIS for local area flight
 12. Were TFR's addressed in the Preflight Briefing? yes
 13. Was a current chart in use? yes, but I was flying in the pattern
 14. Suggestions to prevent reoccurrence? Continued training in cross wind with rapid switching of direction
 15. Do you believe fatigue was a factor? no
 16. How much rest did you have in the 24 hours prior to event? 7-8 hrs sleep
 17. How many hours passed from the time you woke up until the time the event occurred? 3-4
 18. Were you feeling rushed or distracted at the time? no
 19. Do you have any other relevant facts regarding this occurrence? I am new to tailwheel and did not react with enough speed to prevent a very slow motion weathervane after landing. More experience in feeling the rapid switching of the winds will be helpful.