



# Aviation Investigation Final Report

<b>Location:</b>	ERIE, Colorado	<b>Accident Number:</b>	FTW97LA143
<b>Date &amp; Time:</b>	March 27, 1997, 08:55 Local	<b>Registration:</b>	N6484X
<b>Aircraft:</b>	Cessna 180D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said the wind increased from 'calm to light, favoring runway 33' as he preflighted his airplane, to 330 degrees 28 knots as he began the takeoff roll. When he raised the tail the airplane swerved to the left, but he was able to realign the airplane with the runway. The left wing rose and the pilot applied full left aileron but to no avail. The airplane curved to the right, exited the runway and nosed over. When the pilot exited the airplane, the windsock indicated the wind to be variable between 300 and 330 degrees at 28 knots.

## 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 airplane directional control. A factor was the crosswind.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On March 27, 1997, approximately 0855 mountain standard time, a Cessna 180D, N6484X, was substantially damaged when it nosed over during an attempted takeoff at Erie, Colorado. The private pilot and one passenger were not injured. Visual meteorological conditions prevailed. The pilot indicated he planned to air file a VFR flight plan for the personal flight to be conducted under Title 14 CFR Part 91. The flight was originating at the time of the accident.

The pilot said that the wind was "calm to light, favoring runway 33." As he began to taxi, the wind increased and was reported to be from 330 degrees at 15 knots. By the time he reached the parallel taxiway at midfield, the wind had increased to 20 knots. During the engine runup, the wind increased to 28 knots. As the pilot aligned the airplane for takeoff on runway 33, he checked the windsock to make sure the wind was down the runway, then began the takeoff roll. When he raised the tail, the airplane swerved to the left. He applied right rudder and brake and a slight amount of left aileron. As the airplane realigned with the runway heading, the left wing rose. The pilot applied additional left aileron until it was fully deflected. The wing continued to rise. Witnesses told the pilot the right wing tip was dragging on the runway. The airplane curved to the right, went off the east side of the runway, and nosed over. The pilot said when he exited the airplane, the windsock indicated the wind was varying between 300 to 330 degrees at 28 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 13, 1996
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	833 hours (Total, all aircraft), 24 hours (Total, this make and model), 701 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6484X
<b>Model/Series:</b>	180D 180D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18050984
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 20, 1996 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	23 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3040 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-L
<b>Registered Owner:</b>	WILLIAM S. MOORE	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BJC ,5671 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	07:45 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	75 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	14°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TUCSON , AZ (RYN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:55 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	TRI-COUNTY 48V	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	5130 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	4700 ft / 60 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.01902,-105.039398(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	JOHN D STEVENSON; DENVER , CO
<b>Original Publish Date:</b>	August 25, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=20185">https://data.ntsb.gov/Docket?ProjectID=20185</a>

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