



Aviation Investigation Final Report

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|--------------------------------|-------------------------------|-------------------------|-------------|
| Location: | BURLEY, Idaho | Accident Number: | SEA85LA007 |
| Date & Time: | October 10, 1984, 16:00 Local | Registration: | N4752Q |
| Aircraft: | CESSNA 180 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

AS PLT INITIATED TAKEOFF IN A LEFT X-WIND, ACFT BEGAN TO WEATHERVANE TO THE LEFT. INCREASED RIGHT RUDDER AND REPEATED APPLICATIONS OF RIGHT BRAKE FAILED TO ARREST AN INCREASING SWERVE TO LEFT, WITH RIGHT BRAKE PEDAL EVENTUALLY BOTTOMING OUT. AS ACFT DEPARTED RUNWAY SURFACE IN INCIPIENT GROUNDLOOP, PLT REDUCED POWER AND 'RODE IT OUT.' THE RIGHT MAIN GEAR COLLAPSED DUE TO EXCESSIVE SIDE LOADS IN ROUGH TERRAIN. PLT CITED LACK OF INFORMATION IN ACFT MANUAL CONCERNING USE OF TAIL WHEEL LOCK FOR CROSSWIND TAKEOFF. INVESTIGATION REVEALED NO PRE-EXISTING DEFECT WITH BRAKE SYSTEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. GROUND LOOP/SWERVE - INADVERTENT

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Commercial | Age: | 41, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | July 14, 1984 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 2020 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2020 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N4752Q |
| Model/Series: | 180 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18503553 |
| Landing Gear Type: | Tailwheel | Seats: | 6 |
| Date/Type of Last Inspection: | June 1, 1984 Annual | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1620 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520-D |
| Registered Owner: | SEUBERT ENTERPRIZES | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | BYI ,415 ft msl | Distance from Accident Site: | |
| Observation Time: | 16:13 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 7000 ft AGL | Visibility | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 24°C / 2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | BURLEY , ID (BYI) | Type of Flight Plan Filed: | None |
| Destination: | SPOKANE , WA (SFF) | Type of Clearance: | None |
| Departure Time: | 16:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------|
| Airport: | BURLEY MUNICIPAL | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 6 | IFR Approach: | None |
| Runway Length/Width: | 4067 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 42.388999,-113.779891(est) |

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: DON MAGNUSON; BOISE , ID

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40078>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).