



Aviation Investigation Final Report

Location:	EGEGIK, Alaska	Accident Number:	ANC85LA180
Date & Time:	September 7, 1985, 14:00 Local	Registration:	N420SB
Aircraft:	CESSNA 180-J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACFT NOSED OVER WHILE TAXIING FOR TAKEOFF FROM A DRY LAKE BED. HE WAS TAXIING WITH A 35 TO 40 KT TAILWIND.

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: TAXI - TO TAKEOFF

Findings

1. (F) TERRAIN CONDITION - SOFT
 2. (C) COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. (C) COMPLACENCY - PILOT IN COMMAND
 4. INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - FAA(ORGANIZATION)
 5. (C) WEATHER CONDITION - TAILWIND
 6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. (C) COMPLACENCY - PILOT IN COMMAND
 8. INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)
 9. (C) WEATHER CONDITION - HIGH WIND
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Occurrence #2: NOSE OVER
Phase of Operation: TAXI - TO TAKEOFF

Findings

10. (C) WEATHER CONDITION - TAILWIND
11. (C) COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
12. (C) COMPLACENCY - PILOT IN COMMAND
13. (C) WEATHER CONDITION - HIGH WIND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 17, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1527 hours (Total, all aircraft), 239 hours (Total, this make and model), 1329 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N420SB
Model/Series:	180-J 180-J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18052313
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 1984 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2745 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-R35
Registered Owner:	RONALD P. WEENER	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 1500 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	35 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C / -18°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NAKNEK , AK (5NK)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAKE BED	Runway Surface Type:	Dirt;Gravel
Airport Elevation:		Runway Surface Condition:	Dry;Holes
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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:	58.199401,-157.410537(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	ROBERT HUGHES; KODIAK , AK
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=4568

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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](#).