



Aviation Investigation Final Report

Location:	DENVER, Colorado	Accident Number:	DEN00LA004
Date & Time:	October 14, 1999, 10:15 Local	Registration:	N6425X
Aircraft:	Cessna 180D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing roll, the aircraft exited the runway via a high-speed taxiway and despite heavy braking by the pilot the aircraft nosed over. Wind at the time was a direct cross wind recorded at 10 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The excessive taxi speed used by the pilot exiting the runway via a high-speed taxiway resulting in a loss of control. A factor was the crosswind.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Factual Information

On October 14, 1999, at 1015 mountain daylight time, a Cessna 180D, N6425X, sustained substantial damage when it nosed over during landing roll at Denver International Airport, Denver, Colorado. The private pilot and his pilot certificated passenger were not injured. The flight was operating under Title 14 CFR Part 91 and no flight plan was filed. This personal flight departed Boulder, Colorado, at 0945. Visual meteorological conditions prevailed.

According to the pilot, he was exiting the runway (17R) with a right turn onto a high-speed taxiway when the tail and right wing began to rise. The application of heavy breaks had no effect and the aircraft nosed over.

At the time of the accident, Denver International Airport recorded wind was from 270 degrees magnetic at 10 knots. There were no gusts recorded.

The pilot provided information that he did not believe there was any aircraft malfunction or failure. This was verified by an FAA inspector who examined the aircraft.

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	240 hours (Total, all aircraft), 87 hours (Total, this make and model), 149 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6425X
Model/Series:	180D 180D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	180-50925
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	June 23, 1999 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4318 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	ROGER A. DALKE	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:	DEN ,5431 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOULDER , CO (1V5)	Type of Flight Plan Filed:	None
Destination:	(DEN)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class B

Airport Information

Airport:	DENVER INTERNATIONAL DEN	Runway Surface Type:	Concrete
Airport Elevation:	5431 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	Visual
Runway Length/Width:	12000 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	39.790767,-104.839729(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	BOB BUNDERSON; DENVER , CO
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47589

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