



Aviation Investigation Final Report

Location:	ROCHE HARBOR, Washington	Accident Number:	SEA00LA171
Date & Time:	August 25, 2000, 15:00 Local	Registration:	N91464
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a telephone conversation, the pilot stated that shortly after touchdown (wheel landing), the aircraft drifted to the right (south) of runway centerline. The pilot applied brakes and corrective actions, however, the aircraft continued off the runway and down an embankment that parallels the runway. During the accident sequence, the aircraft's main gear separated from the airframe resulting in substantial damage to the fuselage. A FAA inspector from the Seattle, Washington, Flight Standards District Office (FSDO), visually inspected the aircraft after the accident and reported that there was no evidence found to indicate a brake failure or malfunction. Shortly after the accident, a Sheriff's Deputy from the San Juan County Sheriff's Office reported that the winds at Roche Harbor were blowing across the runway at a 30-40 degree angle and estimated that the wind speed was 10-15 knots. He also stated that the winds favored runway 24 (report attached). The 1553 METAR observation taken at Friday Harbor, Washington (6 miles southeast of the accident site), reported winds from 230 degrees true at 7 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 adequately compensate for wind conditions during landing.

Findings

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

Findings

1. WEATHER CONDITION - TAILWIND

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

On August 25, 2000, about 1500 Pacific daylight time, a Cessna 180H, N91464, sustained substantial damage while landing on runway 07 at Roche Harbor Airport, Roche Harbor, Washington. The commercial pilot, and the one passenger aboard the aircraft were not injured. The pilot was operating the aircraft as a visual flight rules (VFR) personal/pleasure flight under Title 14 CFR 91, when the accident occurred. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from Portland, Oregon, (PDX) approximately two hours prior to the accident.

During a telephone conversation with the NTSB, the pilot stated that shortly after touchdown (wheel landing), the aircraft drifted to the right (south) of runway centerline. The pilot applied brakes and corrective actions, however, the aircraft continued off the runway and down an embankment that parallels the runway. During the accident sequence, the aircraft's main gear separated from the airframe resulting in substantial damage to the fuselage.

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Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 10, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N91464
Model/Series:	180H 180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18052091
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 3, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	STEPHEN J. BARINKA	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:	FHR ,100 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORTLAND , OR (PDX)	Type of Flight Plan Filed:	None
Destination:	(9S1)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROCHE HARBOR 9S1	Runway Surface Type:	Asphalt
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	4180 ft / 30 ft	VFR Approach/Landing:	Traffic pattern

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:	48.529552,-123.060119(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	KEVIN MCKEE; RENTON , WA
Original Publish Date:	May 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50118

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](#).