



Aviation Investigation Final Report

Location:	SOLDOTNA, Alaska	Accident Number:	ANC01LA042
Date & Time:	March 22, 2001, 14:30 Local	Registration:	N1702C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The commercial certificated pilot/flight instructor was providing crosswind instruction to his private pilot certificated daughter, who occupied the left seat of the airplane. During a touch and go, the private pilot applied engine power for departure. The instructor said a left crosswind had been gusting to about 15 knots. As the airplane accelerated for takeoff, it began to veer off the right side of the runway. The instructor said he was unable to prevent the airplane from colliding with several trees along the right side of the runway. The airplane received damage to the wings, landing gear, and fuselage. Fifteen minutes before the accident, an automated weather observation system (AWOS) at the airport was reporting winds at 9 knots, with gusts to 15 knots. The private pilot/student had accrued a total flight time of 115 hours, of which 55 hours were pilot-in-command. Her experience in the accident airplane was a total of 19 hours, with 11 hours as pilot-in-command.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilot/student's inadequate compensation for crosswind conditions and subsequent loss of directional control of the airplane during a touch and go, and the instructor pilot's inadequate supervision of the flight. Factors in the accident were a crosswind, and the student's lack of total experience in the airplane.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
 3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT
 4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. OBJECT - TREE(S)

Factual Information

On March 22, 2001, about 1430 Alaska standard time, a wheel-equipped Cessna 180 airplane, N1702C, sustained substantial damage during takeoff from the Soldotna Airport, Soldotna, Alaska. The airplane was being operated as a visual flight rules (VFR) local area instructional flight when the accident occurred. The airplane was operated by the flight instructor/owner. The commercial certificated pilot/flight instructor, and the certificated private pilot/student, were not injured. Visual meteorological conditions prevailed. The flight originated at the Soldotna Airport about 1400.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on March 22, 2001, the instructor pilot reported that he was providing crosswind instruction to his private pilot certificated daughter, who occupied the left seat of the airplane. During a touch and go on runway 07, the private pilot applied engine power for departure. The instructor said a left crosswind had been gusting to about 15 knots. As the airplane accelerated for takeoff, it began to veer off the right side of the runway. The instructor said he was unable to prevent the airplane from colliding with several trees along the right side of the runway. The airplane received damage to the wings, landing gear, and fuselage.

The FAA's Airport Facility Directory/Alaska Supplement indicates that runway 07 at Soldotna is 130 feet wide, and 5,000 feet long.

On March 22, at 1415, an automated weather observation system (AWOS) at Soldotna was reporting, in part: Wind, 030 degrees (true) at 9 knots, gusts to 15 knots, varying from 350 to 050 degrees; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 23 degrees F; dew point, -4 degrees F; altimeter, 30.31 inHg.

At 1435, the AWOS at Soldotna was reporting, in part: Wind, 050 degrees (true) at 7 knots, varying from 020 to 080 degrees; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 23 degrees F; dew point, -4 degrees F; altimeter, 30.31 inHg.

In the NTSB Pilot/Operator report submitted by the instructor, the report indicates the private pilot/student had accrued a total flight time of 115 hours, of which 55 hours were pilot-in-command. The form listed the student's experience in the accident airplane as a total of 19 hours, with 11 hours as pilot-in-command.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 5, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 22, 2000
Flight Time:	4080 hours (Total, all aircraft), 600 hours (Total, this make and model), 3870 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 8, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 22, 2000
Flight Time:	115 hours (Total, all aircraft), 19 hours (Total, this make and model), 55 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1702C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30402
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 19, 2000 AAIP	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	107 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2051 Hrs at time of accident	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-A
Registered Owner:	TERRY B. MOXEY	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASX, 108 ft msl	Distance from Accident Site:	
Observation Time:	14:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	27°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.3 inches Hg	Temperature/Dew Point:	-5°C / -20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOLDOTNA, AK (PASX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SOLDOTNA PASX	Runway Surface Type:	Asphalt
Airport Elevation:	108 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	5000 ft / 130 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.476112,-151.032501

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	MIR ALI; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
Original Publish Date:	September 6, 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=52011

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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](#).