



Aviation Investigation Final Report

Location:	Coeur d'Alene, Idaho	Accident Number:	SEA01LA069
Date & Time:	March 27, 2001, 08:30 Local	Registration:	N2780X
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he performed an intersection takeoff from runway 23. He indicated that the wind at the time was from 140 degrees at 10 knots, with gusts to 15 knots. He stated that during the takeoff roll, he felt the tail raise, and aborted takeoff by "chopping power." The pilot reported that the aircraft's left wingtip then hit and the aircraft went up on its nose, striking its propeller. The pilot reported on his NTSB accident report that no mechanical failure or malfunction was involved in the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control during the aborted takeoff. A factor was gusty crosswinds.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ABORTED

Findings

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

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

On March 27, 2001, about 0830 Pacific standard time, a Cessna 180H, N2780X, was substantially damaged in a ground loop and subsequent nose over during an aborted takeoff attempt from runway 23 at Coeur d'Alene Air Terminal, Coeur d'Alene, Idaho. The private pilot, who owned the aircraft and was its sole occupant at the time, was not injured in the accident. Visual meteorological conditions prevailed and no flight plan had been filed for the 14 CFR 91 local personal flight.

The pilot reported that he performed the takeoff from intersection D. He indicated that the wind at the time was from 140 degrees at 10 knots, with gusts to 15 knots, and that he listened to the airport's Automated Weather Observation System (AWOS) prior to takeoff. He stated that he "rolled with [aileron] & rudder correction to the left." He stated that he felt the tail raise, and aborted takeoff by "chopping power." The pilot reported that the aircraft's left wingtip then hit and the aircraft went up on its nose, striking its propeller. The pilot reported on his NTSB accident report that no mechanical failure or malfunction was involved in the accident.

Pilot Information

Certificate:	Private	Age:	45, 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:	May 8, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 13, 1999
Flight Time:	1236 hours (Total, all aircraft), 257 hours (Total, this make and model), 1236 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2780X
Model/Series:	180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051580
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 16, 2001 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	22.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8313.8 Hrs	Engine Manufacturer:	Western Skyways
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Coeur d'Alene, ID (COE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Coeur d'Alene Air Terminal COE	Runway Surface Type:	Asphalt
Airport Elevation:	2318 ft msl	Runway Surface Condition:	Unknown
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	7400 ft / 140 ft	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:	47.589572,-116.910423(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Dave Purtill; FAA - Spokane FSDO; Spokane, WA
Original Publish Date:	October 17, 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=52058

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](#).