



# Aviation Investigation Final Report

<b>Location:</b>	Kenai, Alaska	<b>Accident Number:</b>	ANC04LA060
<b>Date &amp; Time:</b>	June 2, 2004, 20:10 Local	<b>Registration:</b>	N5180
<b>Aircraft:</b>	Cessna 180E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airline transport certificated pilot was departing in a tailwheel-equipped airplane. The pilot reported he was aware of a left crosswind that was near the limit for his airplane. The pilot indicated that he applied takeoff power and about 350 feet into the takeoff roll, the tailwheel lifted off the runway. The airplane began to veer to the left and the pilot pulled the engine power to idle and attempted to correct the left turn by application of brakes and flight controls. The airplane ground looped to the left, and the right wing struck the runway. The airplane then nosed over and received damage to the propeller, right wing, the vertical stabilizer, and the rudder. The wind conditions consisted of a direct left crosswind at 14 knots, with gusts to 21 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for a crosswind condition and his failure to maintain directional control which resulted in an inadvertent ground loop and nose over. A factor contributing to the accident was a direct crosswind.

### 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 - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

5. TERRAIN CONDITION - RUNWAY

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Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

## Factual Information

On June 2, 2004, about 2010 Alaska daylight time, a tundra tire-equipped Cessna 180E airplane, N5180, sustained substantial damage when it ground looped and nosed over during an aborted takeoff at the Kenai Municipal Airport, Kenai, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight to Fairbanks, Alaska, under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The airline transport certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. No flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 2, the pilot reported that he was departing on runway 19R in his tailwheel-equipped airplane. He said he was aware of a left crosswind that was near the limit for his airplane. The pilot indicated that he applied takeoff power, and about 350 feet into the takeoff roll, the tailwheel lifted off the runway. The airplane began to veer to the left and the pilot pulled the engine power to idle and attempted to correct the left turn by application of brakes and flight controls. The pilot said the airplane ground looped to the left, and the right wing struck the runway. The airplane then nosed over and received damage to the propeller, right wing, the vertical stabilizer, and the rudder.

At 1953, an Aviation Routine Weather Report (METAR) at Kenai was reporting in part: Wind, 110 degrees (true) at 14 knots, gusts to 21 knots; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 61 degrees F; dew point, 30 degrees F; altimeter, 29.96 inHg.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 16, 2004
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 10, 2004
<b>Flight Time:</b>	7000 hours (Total, all aircraft), 20 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5180
<b>Model/Series:</b>	180E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18051077
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 29, 2003 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	18 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4866 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470R
<b>Registered Owner:</b>	Robert W. Everts	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAEN,99 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 21 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kenai, AK (PAEN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fairbanks, AK (PAFA)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	20:10 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Kenai Municipal Airport PAEN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	99 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7575 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	60.573055,-151.244995

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	Patrick Carty; FAA-AL-ANC FSDO 03; Anchorage, AK
<b>Original Publish Date:</b>	October 28, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59375">https://data.nts.gov/Docket?ProjectID=59375</a>

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](#).