



Aviation Investigation Final Report

Location:	Great Falls, Montana	Accident Number:	SEA06CA120
Date & Time:	June 18, 2006, 14:30 Local	Registration:	N2251C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

In a written statement the pilot reported that during the takeoff roll, near rotation speed, the tail-wheel equipped Cessna was "hit" by a gust of wind. He stated the right wing "went up" and the airplane veered to the left. The pilot was unable to correct the situation and the airplane subsequently exited runway 34. The pilot reported that at some point during this sequence of events, the right main landing gear collapsed. The accident report submitted by the pilot indicated that there were no mechanical malfunctions or failures with the aircraft at the time of 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 adequately compensate for wind conditions. A crosswind was a factor.

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

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

In a written statement the pilot reported that during the takeoff roll, near rotation speed, the tail-wheel equipped Cessna was "hit" by a gust of wind. He stated the right wing "went up" and the airplane veered to the left. The pilot was unable to correct the situation and the airplane subsequently exited runway 34. The pilot reported that at some point during sequence, the right main landing gear collapsed. The accident report submitted by the pilot indicated that there were no mechanical malfunctions or failures with the aircraft at the time of the accident.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	December 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	555 hours (Total, all aircraft), 337 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2251C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30551
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-U
Registered Owner:	Wyatt Crane and Rigging Company	Rated Power:	
Operator:	Dennis A. Wyatt	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Great Falls , MT (GTF)	Type of Flight Plan Filed:	None
Destination:	FORT COLLINS/LO, CO (FNL)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	GREAT FALLS INTL GTF	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	34	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	47.481945,-111.370552

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons:

Original Publish Date: October 31, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=63941>

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](#).