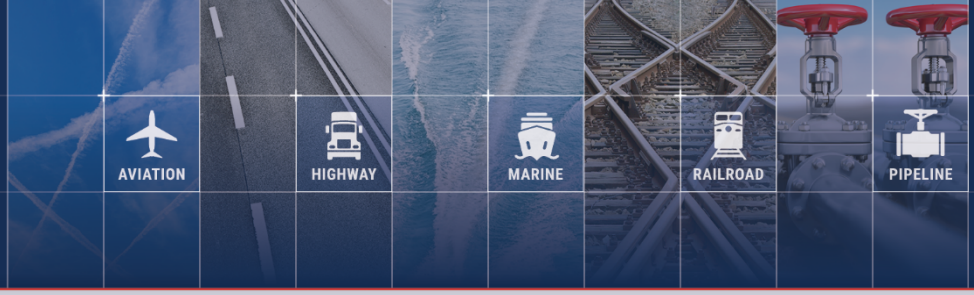

Aviation Investigation Final Report

Location:	Santa Fe, New Mexico	**Accident Number:**	DEN07CA084
Date & Time:	April 11, 2007, 08:00 Local	**Registration:**	N9253T
Aircraft:	Cessna 180C	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was taking off on runway 02. The airplane weathervaned to the left and the right wing tip contacted the runway. The airplane nosed over and the propeller struck the runway. The right wing rear spar and aileron were bent, and the engine cowling was buckled. SAF wind was reportedly from 320 degrees at 11 knots. An examination of the airplane's systems conducted by the FAA revealed no anomalies. The Pilot's Operating Handbook (POH) for the 1960 Cessna 180C does not give a maximum demonstrated crosswind component. However, the 1977 Cessna 180K POH lists the maximum demonstrated crosswind component as 12 knots. The computed crosswind component at the time of the accident was 13 knots (headwind component 8 knots).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Exceeding the airplane's maximum demonstrated crosswind component during the takeoff roll. A contributing factor was the crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) CROSSWIND COMPONENT - EXCEEDED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY

Occurrence #3: NOSE DOWN
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

According to the pilot, he was taking off on runway 02. The airplane weathervaned to the left and the right wing tip contacted the runway. The airplane nosed over and the propeller stuck the runway. The right wing rear spar and aileron were bent, and the engine cowling was buckled. SAF wind was reportedly from 320 degrees at 15 knots. An examination of the airplane's systems conducted by the FAA revealed no anomalies. The Pilot's Operating Handbook (POH) for the 1960 Cessna 180C does not give a maximum demonstrated crosswind component. However, the 1977 Cessna 180K POH lists the maximum demonstrated crosswind component as 12 knots. The computed crosswind component at the time of the accident was 13 knots (headwind component 8 knots).

Pilot Information

Certificate:	Commercial	**Age:**	60,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Glider	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	April 1, 2006
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	November 1, 2005
Flight Time:	1220 hours (Total, all aircraft), 642 hours (Total, this make and model), 1083 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9253T
Model/Series:	180C	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	50753
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	October 1, 2006 Annual	**Certified Max Gross Wt.:**	2650 lbs
Time Since Last Inspection:	103 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	7604 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-470-R25U
Registered Owner:	John A. Ranweiler	**Rated Power:**	230 Horsepower
Operator:	John L. Ranweiler	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SAF,6348 ft msl	**Distance from Accident Site:**	
Observation Time:	07:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots / 21 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	320°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.94 inches Hg	**Temperature/Dew Point:**	3°C / -19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Fe, NM (SAF)	**Type of Flight Plan Filed:**	None
Destination:	Taos, NM (SKX)	**Type of Clearance:**	None
Departure Time:	08:00 Local	**Type of Airspace:**	

Airport Information

Airport:	Santa Fe Municipal SAF	**Runway Surface Type:**	Asphalt
Airport Elevation:	6348 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	02	**IFR Approach:**	None
Runway Length/Width:	8342 ft / 150 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:**	35.617221,-105.534721

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Bryan C Hanson; FAA Flight Standards District Office; Albuquerque, NM
Original Publish Date:	June 27, 2007
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.ntsb.gov/Docket?ProjectID=65567