



Aviation Investigation Final Report

Location:	Lopez Island, Washington	Accident Number:	SEA07CA121
Date & Time:	May 4, 2007, 18:00 Local	Registration:	N609PF
Aircraft:	Cessna 180G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting a Title 14, CFR Part 91 personal flight in a Cessna 180G airplane that nosed-over during takeoff. During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) shortly after the accident, the pilot stated that he was attempting to avoid geese on the private airstrip when the accident occurred. In a written report, dated May 26, 2007, the pilot stated "taxi down the runway - goose ran out in front - jammed on brakes and tailwind gust - flipped me over." The airplane sustained substantial damage to the empennage. The pilot did not report any preaccident mechanical anomalies. The pilot reported that his last medical, third class, was issued on October 21, 2003. The medical carried a limitation that stated "not valid for any class after October 31, 2005."

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 directional control during takeoff. Geese were a factor.

Findings

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

Findings

1. (F) OBJECT - ANIMAL(S)

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

The pilot was conducting a Title 14, CFR Part 91 personal flight in a Cessna 180G airplane that nosed-over during takeoff. During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) shortly after the accident, the pilot stated that he was attempting to avoid geese on the private airstrip when the accident occurred. In a written report, dated May 26, 2007, the pilot stated "taxi down the runway - goose ran out in front - jammed on brakes and tailwind gust - flipped me over." The airplane sustained substantial damage to the empennage. The pilot did not report any preaccident mechanical anomalies. The pilot reported that his last medical, third class, was issued on October 21, 2003. The medical carried a limitation that stated "not valid for any class after October 31, 2005."

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	October 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	October 1, 2005
Flight Time:	2000 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N609PF
Model/Series:	180G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051328
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	Dwight L. Lewis	Rated Power:	
Operator:		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:			
Departure Point:	Lopez Island , WA	Type of Flight Plan Filed:	None
Destination:	Lopez Island, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Private NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	
Total Injuries:	1 None	Latitude, Longitude:	48.483333,-122.933334

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Ove Larsen; Seattle FSDO ; Renton , WA
Original Publish Date:	July 25, 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.nts.gov/Docket?ProjectID=65712

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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](#).