



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Grand Junction, Colorado | Accident Number: | DEN07CA094 |
| Date & Time: | May 28, 2007, 09:15 Local | Registration: | N3408Y |
| Aircraft: | Cessna 180H | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that he was going to perform a crosswind takeoff on runway 22 (5,502 feet by 75 feet, asphalt) and then practice stop-and-go landings on runway 11. During the take-off roll, the airplane veered to the left. The pilot reduced power and attempted to correct with right rudder. The airplane departed the left side of the runway and nosed over. The pilot estimated the winds at the time of departure to be "a direct left crosswind of about 10 knots." An examination of the airplane showed that the left wing spar was broken, the vertical stabilizer was crushed downward, and the firewall wrinkled. No other anomalies with the airplane were reported. The recorded winds at the time of the accident were 140 degrees at 11 to 15 knots. The calculated crosswind components was between 11 and 15 knots. The Cessna Pilot Operating Handbook for a Cessna 180H does not list a maximum demonstrated crosswind component.

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 the take-off roll. A factor contributing to the accident was the crosswind.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - 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. TERRAIN CONDITION - GROUND

Factual Information

The pilot reported that he was going to perform a crosswind takeoff on runway 22 (5,502 feet by 75 feet, asphalt) and then practice stop-and-go landings on runway 11. During the take-off roll, the airplane veered to the left. The pilot reduced power and attempted to correct with right rudder. The airplane departed the left side of the runway and nosed over. The pilot estimated the winds at the time of departure to be "a direct left crosswind of about 10 knots." An examination of the airplane showed that the left wing spar was broken, the vertical stabilizer was crushed downward, and the firewall wrinkled. No other anomalies with the airplane were reported. The recorded winds at the time of the accident were 140 degrees at 11 to 15 knots. The calculated crosswind components was between 11 and 15 knots. The Cessna Pilot Operating Handbook for a Cessna 180H does not list a maximum demonstrated crosswind component.

Pilot Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Private | Age: | 50, Male |
| Airplane Rating(s): | Single-engine land; Multi-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 3 Without waivers/limitations | Last FAA Medical Exam: | April 1, 2007 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | October 1, 2005 |
| Flight Time: | 1087 hours (Total, all aircraft), 5 hours (Total, this make and model), 982 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|----------------------|
| Aircraft Make: | Cessna | Registration: | N3408Y |
| Model/Series: | 180H | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18051908 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | May 1, 2007 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3319 Hrs at time of accident | Engine Manufacturer: | Teledyne Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-470-R25B |
| Registered Owner: | On file | Rated Power: | 235 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | GJT,4858 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 15:21 Local | Direction from Accident Site: | 360° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 140° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.94 inches Hg | Temperature/Dew Point: | 22°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Grand Junction, CO (GJT) | Type of Flight Plan Filed: | None |
| Destination: | Grand Junction, CO (GJT) | Type of Clearance: | None |
| Departure Time: | 09:15 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------|
| Airport: | WALKER FIELD GJT | Runway Surface Type: | Asphalt |
| Airport Elevation: | 4858 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 22 | IFR Approach: | None |
| Runway Length/Width: | 5502 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-----------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 39.117221,-108.517501 |

Administrative Information

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| Investigator In Charge (IIC): | Kaiser, Jennifer |
| Additional Participating Persons: | Dave Rodda; FAA Flight Standards District Office; Salt Lake City, UT |
| 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.nts.gov/Docket?ProjectID=65870 |

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](#).