



Aviation Investigation Final Report

Location:	La Grande, Oregon	Accident Number:	WPR09CA335
Date & Time:	July 5, 2009, 09:24 Local	Registration:	N3198D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he observed an airplane approach and land on runway 30 at the uncontrolled airport. Thereafter, he proceeded to take off on the runway. He noted that the wind was nearly dead calm, according to the windsock. The pilot further stated that upon accelerating to about 35 miles per hour, he encountered a "severe wind shear" that lifted the left wing and wheel off the ground. Despite his efforts to counteract the wind effect, he lost control of his airplane. The pilot then aborted the takeoff, and the wind continued pushing the airplane sideways. The airplane swerved off the runway, encountered soft dirt, and nosed over onto its back.

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 the wind conditions and failure to maintain directional control.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Sudden wind shift - Response/compensation
Environmental issues	Sudden wind shift - Effect on operation
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 5, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2348 hours (Total, all aircraft), 802 hours (Total, this make and model), 2348 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3198D
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31996
Landing Gear Type:	None	Seats:	4
Date/Type of Last Inspection:	August 8, 2008 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4646 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	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:	Scattered	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Grande, OR (LGD)	Type of Flight Plan Filed:	None
Destination:	Rosella, WA (72S)	Type of Clearance:	None
Departure Time:	09:24 Local	Type of Airspace:	

Airport Information

Airport:	La Grande LGD	Runway Surface Type:	Asphalt
Airport Elevation:	2717 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5600 ft / 100 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:	45.290279,-118.007225(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Tony Moore; Federal Aviation Administration; Portland, OR
Original Publish Date:	September 30, 2009
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=74233

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](#).