



# Aviation Investigation Final Report

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<b>Location:</b>	Kodiak, Alaska	<b>Accident Number:</b>	ANC14CA089
<b>Date &amp; Time:</b>	September 29, 2014, 13:18 Local	<b>Registration:</b>	N2483C
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was back taxiing on the runway for departure in a tundra tire tailwheel-equipped airplane. He stated he had made one takeoff from the airport earlier that day, he had checked the weather before this departure and noticed that the wind had increased slightly. There were other aircraft using the same runway and he felt confident that he could handle the wind. While back taxiing he noticed that he was using heavy braking when a gust of wind pushed the airplane to the left. He stated that the brakes were too hot to hold the aircraft straight, resulting in a ground loop. The airplane sustained substantial damage to the left and right wing, aileron, horizontal stabilizer, and elevator. The pilot stated that there were no preaccident mechanical anomalies with the airplane that would have precluded normal operation.

The pilot stated in the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, that the large 29 inch tundra tires caused the brakes to heat up much faster than the 850 tires that he was used to. He recommended limiting downwind taxiing to short distances, and in no more than 12 knots of wind while operating with large tires.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain control of the airplane while taxiing in gusty wind conditions.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Taxi</b>	Loss of control on ground (Defining event)
<b>Taxi</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 25, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 10, 2014
<b>Flight Time:</b>	26391 hours (Total, all aircraft), 500 hours (Total, this make and model), 24251 hours (Pilot In Command, all aircraft), 221 hours (Last 90 days, all aircraft), 66.6 hours (Last 30 days, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2483C
<b>Model/Series:</b>	180 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1954	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	30783
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 21, 2014 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3380 Hrs	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	330 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PADQ,111 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	95°
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kodiak, AK (ADQ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kodiak, AK (ADQ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Air traffic control;Class D

## Airport Information

<b>Airport:</b>	KODIAK ADQ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	79 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7550 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	57.752223,-152.511108(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Shaver, Christopher
<b>Additional Participating Persons:</b>	Mark Griffin; FSDO-3; Anchorage, AK
<b>Original Publish Date:</b>	December 5, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=90188">https://data.ntsb.gov/Docket?ProjectID=90188</a>

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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](#).