



National Transportation Safety Board Aviation Accident Final Report

Location:	ANIAK, AK	Accident Number:	ANC95LA002
Date & Time:	10/01/1994, 1500 AKD	Registration:	N2707X
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE FLIGHT WAS DEPARTING AN AIRSTRIP THAT WAS IN POOR CONDITION. THE PILOT STATED THE LEFT MAIN GEAR 'SLIPPED' INTO A DEPRESSION IN THE RUNWAY'S SURFACE DURING THE TAKEOFF ROLL. THE AIRPLANE CONTINUED TO SLIP OFF THE RUNWAY UNTIL THE LEFT WHEEL STRUCK THE WILLOWS GROWING ON THE RUNWAY'S EDGE. THE PILOT STATED IT WAS TOO LATE TO ABORT THE TAKEOFF AND THE AIRPLANE OVERRAN THE END OF THE RUNWAY.

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 PROPER RUNWAY ALIGNMENT DURING THE TAKEOFF ROLL. A FACTOR ASSOCIATED WITH THE ACCIDENT WAS THE ROUGH/UNEVEN CONDITION OF THE RUNWAY'S SURFACE.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On October 1, 1994, at 1500 Alaska daylight time, a wheel equipped Cessna 180 airplane, N2707X, registered to Greg Wiren of Chicken, Alaska, and operated by the pilot, ran off an airstrip near Taylor Mountain located near Aniak, Alaska. The personal flight operating under 14 CFR Part 91, was departing the airstrip and the destination was McGrath, Alaska. No flight plan was filed and visual meteorological conditions prevailed. The pilot and his passenger were not injured and the airplane was substantially damaged.

According to the pilot, the airstrip was in poor condition with potholes and willows growing close to the edge. During the takeoff roll, when he lifted the airplane's tail, the left main wheel "slipped" into a depression on the runway. The left wheel continued to slip off the runway and into the willows on the runway's edge. He stated it was too late to abort the takeoff and the airplane ran off the end of the runway.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Private	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	09/03/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14700 hours (Total, all aircraft), 15 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2707X
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18051507
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	03/14/1994, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6560 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	WIREN, GREGORY	Rated Power:	230 hp
Operator:	HALL, WAYNE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MCGRATH, AK (MCG)	Type of Clearance:	None
Departure Time:	1500 ADT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Rough; Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	06/29/1995
Additional Participating Persons:	JOHN HALLINAN; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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