



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TALKEETNA, AK	<b>Accident Number:</b>	ANC97LA066
<b>Date &amp; Time:</b>	05/02/1997, 1554 AKD	<b>Registration:</b>	N74806
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was departing in a tailwheel equipped airplane on runway 36. He reported that during the takeoff roll, there was a left crosswind that varied from a headwind to a tailwind, and the tail of the airplane began to swing to the right. The airplane ground looped to the left, and ran off the left edge of the runway. The right main landing gear strut collapsed, and the right wing struck the ground. The airplane came to rest partially up on its nose and received damage to the right landing gear attach point, the right wing, and propeller. At 1550, an Aviation Routine Weather Report (METAR) at Talkeetna reported the wind was from 245 degrees at 10 kts.

## 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 wind conditions and failure to maintain directional control of the airplane. A factor associated with the accident was: the variable crosswind condition.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On May 2, 1997, at 1554 Alaska daylight time, a wheel equipped Cessna 180, N74806, crashed during takeoff at the Talkeetna Airport, Talkeetna, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight when the accident occurred. The airplane, operated by the pilot, sustained substantial damage. The certificated private pilot, and two passengers, were not injured. Visual meteorological conditions prevailed.

On May 2, 1997, at 1710, the pilot reported in a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), that he was departing runway 36 at Talkeetna. A crosswind from the left varied from a headwind to a tailwind. During the takeoff roll, the tail of the airplane began to swing to the right and a gust of wind lifted the left wing. The airplane ground looped to the left and the airplane ran off the left edge of the runway. The right main landing gear strut collapsed and the right wing struck the ground. The airplane came to rest partially up on its nose and received damage to the right landing gear attach point, the right wing, and propeller.

At 1550, an Aviation Routine Weather Report (METAR) at Talkeetna was reporting in part: Wind, 245 degrees (magnetic) at 10 knots; visibility, 60 statute miles; clouds, 4,000 feet scattered, 20,000 feet broken; temperature, 55 degrees F; dew point, 29 degrees F; altimeter, 29.96 inHg.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/06/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 607 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N74806
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	50335
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	12/18/1996, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3571 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	GERALD VAN HOOMISSEN	Rated Power:	230 hp
Operator:	GERALD VAN HOOMISSEN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TKA, 358 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1550 ADT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	60 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	245°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / -2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1554 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	TALKEETNA (TKA)	Runway Surface Type:	Asphalt
Airport Elevation:	358 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	05/29/1998
Additional Participating Persons:	SILVIA VILLA; 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).