



National Transportation Safety Board Aviation Accident Data Summary

Location:	TALKEETNA, AK	Accident Number:	ANC97LA066
Date & Time:	05/02/1997, 1554 AKD	Registration:	N74806
Aircraft:	Cessna 180	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

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

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	62
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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	Engines:	1 Reciprocating
Operator:	GERALD VAN HOOMISSEN	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TKA, 358 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 20000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 245°
Temperature:	13°C	Visibility	60 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	TALKEETNA (TKA)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON Adopted Date: 05/29/1998

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/>.

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.