



National Transportation Safety Board Aviation Accident Final Report

Location:	SILVERDALE, WA	Accident Number:	SEA00LA060
Date & Time:	04/01/2000, 1600 PST	Registration:	N2635K
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was landing the tailwheel aircraft in gusty winds that were shifting direction. He touched down on the main gear with a headwind, but as he lowered the tail to the runway surface, the aircraft was hit with a crosswind that caused it to swerve toward the side of the runway. Although the pilot attempted to realign the aircraft with the runway, it departed the left side of the runway and impacted an earthen berm. Upon contacting the berm, both main gear collapsed.

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 winds. Factors include gusty, shifting winds, crosswinds, and an earthen berm near the edge of the runway.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - BERM
6. LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

On April 1, 2000, approximately 1600 Pacific standard time, a Cessna 180K, N2635K, experienced a gear collapse during the landing roll at Apex Airpark, Silverdale, Washington. The private pilot and his passenger were not injured, but the aircraft, which was owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which departed Roche Harbor Airport, Roche Harbor, Washington, about 45 minutes earlier, was being operated in visual meteorological conditions. No flight plan had been filed, and the ELT, which was activated by the impact, was turned off at the scene.

According to the pilot, he was landing in strong, variable, gusty winds at a location where he had landed many times before. He touched down on the main gear with a headwind, and kept the tailwheel elevated while he allowed the aircraft to slow. Then, just as he began to lower the tailwheel to the runway, a strong wind gust hit the aircraft from the side and it began to track toward the left edge of the runway. The pilot applied opposite rudder and opposite brake, but he could not keep the aircraft from departing the left side of the runway. Soon after departing the runway surface, both of the main gear impacted an earthen berm and folded back underneath the belly of the aircraft. The pilot said that there was nothing wrong with the aircraft or its systems, but that it just got away from him when the crosswind gust hit the aircraft during the transition from a two-point to a three-point position.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/23/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	403 hours (Total, all aircraft), 183 hours (Total, this make and model), 291 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2635K
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18053020
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	02/03/2000, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4669 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-U
Registered Owner:	REED E. HANSEN	Rated Power:	230 hp
Operator:	REED E. HANSEN	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:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	ROCHE HARBOR, WA (9SL)	Type of Flight Plan Filed:	None
Destination:	(S42)	Type of Clearance:	None
Departure Time:	1515 PST	Type of Airspace:	Class G

Airport Information

Airport:	APEX AIRPARK (S42)	Runway Surface Type:	Asphalt
Airport Elevation:	525 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2500 ft / 35 ft	VFR Approach/Landing:	Full Stop

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):	ORRIN K ANDERSON	Report Date:	05/09/2001
Additional Participating Persons:	OVE LARSEN		
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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