



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SILVERDALE, WA	<b>Accident Number:</b>	SEA00LA060
<b>Date &amp; Time:</b>	04/01/2000, 1600 PST	<b>Registration:</b>	N2635K
<b>Aircraft:</b>	Cessna 180K	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2635K
<b>Model/Series:</b>	180K 180K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	REED E. HANSEN	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-U
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 15 knots, 290°
<b>Temperature:</b>	13°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ROCHE HARBOR, WA (9SL)	<b>Destination:</b>	(S42)

## Airport Information

<b>Airport:</b>	APEX AIRPARK (S42)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2500 ft / 35 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ORRIN K ANDERSON Adopted Date: 05/09/2001

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](mailto: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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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.