



National Transportation Safety Board Aviation Accident Data Summary

Location:	KENAI, AK	Accident Number:	ANC83FAG08
Date & Time:	05/01/1983, 1600 AST	Registration:	N2661Y
Aircraft:	CESSNA 180	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT NOSED OVER DURING TAKEOFF ROLL. THE PILOT OF THE TAILWHEEL ACFT PUSHED THE YOKE FOWARD DURING THE ROLL AND THEN RELEASED THE PRESSURE HE SAID THE TAIL OF THE ACFT CAME UP TOO HIGH AND THE PILOT SAID HE COULD NOT OVERCOME THIS ACTION WITH BACK PRESSURE ON THE YOKE SO HE PULLED OFF THE ACFT POWER AND THE ACFT NOSED OVER. THE PILOT REPORTED GUSTY WINDS AND WIND SHEAR. THE INVESTIGATOR WAS UNABLE TO FIND ANY RECORDED GUSTY WINDS FOR A 4 HR PERIOD FROM 2 HRS BEFORE TO 2 HRS AFTER THE ACCIDENT. THERE WAS ALSO NO EVIDENCE OF WIND SHEAR FOUND. THE ACFT WAS USING RUNWAY 01 AND THE RECORDED WIND WAS FROM 290 DEGREES AT 9 KTS AT THE TIME OF THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CROSSWIND

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	245 hours (Total, all aircraft), 20 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2661Y
Model/Series:	180 180	Engines:	1 Reciprocating
Operator:	RICHARD A. FAUST	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / 15 knots, 290°
Temperature:	13° C	Visibility	70 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	BIG LAKE, AK (BGQ)

Airport Information

Airport:	KENAI MUNI. (ENA)	Runway Surface Type:	Asphalt
Runway Used:	1	Runway Surface Condition:	Dry
Runway Length/Width:	7575 ft / 150 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	LOUIS J GOSSEN	Adopted Date:	
Investigation Docket:	NTSB accident and incident docket 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.