



National Transportation Safety Board Aviation Accident Final Report

Location:	Kenai, AK	Accident Number:	ANC04LA060
Date & Time:	06/02/2004, 2010 AKD	Registration:	N5180
Aircraft:	Cessna 180E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airline transport certificated pilot was departing in a tailwheel-equipped airplane. The pilot reported he was aware of a left crosswind that was near the limit for his airplane. The pilot indicated that he applied takeoff power and about 350 feet into the takeoff roll, the tailwheel lifted off the runway. The airplane began to veer to the left and the pilot pulled the engine power to idle and attempted to correct the left turn by application of brakes and flight controls. The airplane ground looped to the left, and the right wing struck the runway. The airplane then nosed over and received damage to the propeller, right wing, the vertical stabilizer, and the rudder. The wind conditions consisted of a direct left crosswind at 14 knots, with gusts to 21 knots.

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 a crosswind condition and his failure to maintain directional control which resulted in an inadvertent ground loop and nose over. A factor contributing to the accident was a direct crosswind.

Findings

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

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

5. TERRAIN CONDITION - RUNWAY

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Factual Information

On June 2, 2004, about 2010 Alaska daylight time, a tundra tire-equipped Cessna 180E airplane, N5180, sustained substantial damage when it ground looped and nosed over during an aborted takeoff at the Kenai Municipal Airport, Kenai, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight to Fairbanks, Alaska, under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The airline transport certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. No flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 2, the pilot reported that he was departing on runway 19R in his tailwheel-equipped airplane. He said he was aware of a left crosswind that was near the limit for his airplane. The pilot indicated that he applied takeoff power, and about 350 feet into the takeoff roll, the tailwheel lifted off the runway. The airplane began to veer to the left and the pilot pulled the engine power to idle and attempted to correct the left turn by application of brakes and flight controls. The pilot said the airplane ground looped to the left, and the right wing struck the runway. The airplane then nosed over and received damage to the propeller, right wing, the vertical stabilizer, and the rudder.

At 1953, an Aviation Routine Weather Report (METAR) at Kenai was reporting in part: Wind, 110 degrees (true) at 14 knots, gusts to 21 knots; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 61 degrees F; dew point, 30 degrees F; altimeter, 29.96 inHg.

Pilot Information

Certificate:	Airline Transport; Flight Engineer; Private	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/16/2004
Occupational Pilot:		Last Flight Review or Equivalent:	03/10/2004
Flight Time:	7000 hours (Total, all aircraft), 20 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5180
Model/Series:	180E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18051077
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	08/29/2003, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	18 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4866 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470R
Registered Owner:	Robert W. Everts	Rated Power:	230 hp
Operator:	Robert W. Everts	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAEN, 99 ft msl	Distance from Accident Site:	
Observation Time:	1953 ADT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	16°C / -1°C
Precipitation and Obscuration:			
Departure Point:	Kenai, AK (PAEN)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (PAFA)	Type of Clearance:	VFR
Departure Time:	2010 ADT	Type of Airspace:	Class E

Airport Information

Airport:	Kenai Municipal Airport (PAEN)	Runway Surface Type:	Asphalt
Airport Elevation:	99 ft	Runway Surface Condition:	Dry
Runway Used:	19R	IFR Approach:	None
Runway Length/Width:	7575 ft / 150 ft	VFR Approach/Landing:	None

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:	60.573056, -151.245000

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Report Date:	10/28/2004
Additional Participating Persons:	Patrick Carty; FAA-AL-ANC FSDO 03; 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).