



National Transportation Safety Board Aviation Accident Data Summary

Location:	Kenai, AK	Accident Number:	ANC04LA060
Date & Time:	06/02/2004, 2010 AKD	Registration:	N5180
Aircraft:	Cessna 180E	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

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

Pilot Information

Certificate:	Airline Transport; Flight Engineer; Private	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Robert W. Everts	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470R
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:	PAEN, 99 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	14 knots / 21 knots, 90°
Temperature:	16° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Kenai, AK (PAEN)	Destination:	Fairbanks, AK (PAFA)

Airport Information

Airport:	Kenai Municipal Airport (PAEN)	Runway Surface Type:	Asphalt
Runway Used:	19R	Runway Surface Condition:	Dry
Runway Length/Width:	7575 ft / 150 ft		

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
Latitude, Longitude:	60.573056, -151.245000		

Administrative Information

Investigator In Charge (IIC): Scott Erickson

Adopted Date: 10/28/2004

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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