



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Albuquerque, New Mexico	<b>Accident Number:</b>	GAA17CA547
<b>Date &amp; Time:</b>	September 21, 2017, 13:00 Local	<b>Registration:</b>	N180SA
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during the takeoff roll in the tailwheel-equipped airplane, with the tailwheel raised, a wind gust from the right lifted the right wing. The pilot overcorrected with right aileron control, and the right wing and horizontal stabilizer contacted the runway surface. The airplane subsequently veered off the runway to the left and came to a stop.

Postaccident examination of the airplane revealed substantial damage to the right wing and empennage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The automated weather observation system located on the airport reported that, about 13 minutes before the accident, the wind was from 220° at 10 knots, gusting to 20 knots. About 13 minutes after the accident, the wind was from 200° at 8 knots, gusting to 19 knots. The pilot landed on runway 22.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during the takeoff roll in gusting crosswind conditions.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion

### Pilot Information

Certificate:	Private	Age:	62,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 4, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 24, 2016
Flight Time:	(Estimated) 648 hours (Total, all aircraft), 201 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N180SA
Model/Series:	180 H	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051903
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	May 26, 2017 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5676.9 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	180H
Registered Owner:		Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAEG,5837 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	18:47 Local	<b>Direction from Accident Site:</b>	97°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Albuquerque, NM (AEG )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	OKLAHOMA CITY, OK (RCE )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	DOUBLE EAGLE II AEG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5837 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7398 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## 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>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.145557,-106.800552(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vanover, Jackie
<b>Additional Participating Persons:</b>	Steve J Poiani; FAA; Albuquerque, NM
<b>Original Publish Date:</b>	April 23, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96055">https://data.nts.gov/Docket?ProjectID=96055</a>

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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](#).