



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Kotzebue, Alaska | Accident Number: | ANC21LA097 |
| Date & Time: | September 25, 2021, 16:30 Local | Registration: | N716 |
| Aircraft: | Cessna 180E | Aircraft Damage: | Substantial |
| Defining Event: | Collision with terr/obj (non-CFIT) | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that he was attempting to takeoff from a gravel bar along a river. The airplane got airborne and cleared a rock bluff; however, it settled back to the ground on the other side. The terrain was rough, and he was unable to get the airplane airborne again. The left landing gear collapsed, and the fuselage was damaged. The pilot stated there were no issues with the airplane before the accident, and the engine seemed to be making full power. The wind was gusty and variable.

Probable Cause and Findings

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

The pilot’s loss of control during takeoff due to a gusty, variable wind and the rough terrain.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Contributed to outcome |
| Environmental issues | (general) - Contributed to outcome |

Factual Information

History of Flight

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|----------------|---|
| Takeoff | Collision with terr/obj (non-CFIT) (Defining event) |
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Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Airline transport | Age: | 54, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 Without waivers/limitations | Last FAA Medical Exam: | September 5, 2021 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | May 1, 2021 |
| Flight Time: | 17000 hours (Total, all aircraft), 11000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|--------------------|
| Aircraft Make: | Cessna | Registration: | N716 |
| Model/Series: | 180E | Aircraft Category: | Airplane |
| Year of Manufacture: | 1961 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18051088 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 2650 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5000 Hrs at time of accident | Engine Manufacturer: | Continental Motors |
| ELT: | Installed | Engine Model/Series: | O-470-K |
| Registered Owner: | On file | Rated Power: | 230 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | PAWN,88 ft msl | Distance from Accident Site: | 19 Nautical Miles |
| Observation Time: | 16:28 Local | Direction from Accident Site: | 284° |
| Lowest Cloud Condition: | | Visibility | 1.25 miles |
| Lowest Ceiling: | Overcast / 1200 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 30° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.83 inches Hg | Temperature/Dew Point: | -2°C / -3°C |
| Precipitation and Obscuration: | Moderate - None - Mist | | |
| Departure Point: | Otz, AK (N/A) | Type of Flight Plan Filed: | None |
| Destination: | Otz, AK (N/A) | Type of Clearance: | None |
| Departure Time: | 16:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|-----------|
| Airport: | Ralph Wien Memorial PAOT | Runway Surface Type: | |
| Airport Elevation: | 15 ft msl | Runway Surface Condition: | Dry;Rough |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 67.489064,-162.17135(est) |

Administrative Information

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| Investigator In Charge (IIC): | Sorensen, Timothy |
| Additional Participating Persons: | James Howery; FAA Flight Standards; Fairbanks, AK |
| Original Publish Date: | April 20, 2022 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=103977 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).