



# Aviation Investigation Final Report

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<b>Location:</b>	Chickaloon, Alaska	<b>Accident Number:</b>	ANC22LA002
<b>Date &amp; Time:</b>	October 13, 2021, 13:00 Local	<b>Registration:</b>	N9966N (A1); Unknown (A2)
<b>Aircraft:</b>	Cessna 180J (A1); unknown unknown (A2)	<b>Aircraft Damage:</b>	Substantial (A1); Unknown (A2)
<b>Defining Event:</b>	Midair collision	<b>Injuries:</b>	1 None (A1)
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal (A1); Unknown (A2)		

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## Analysis

The pilot reported that while in level cruise flight over an area of remote and unpopulated terrain, at an altitude of about 1,500 ft mean sea level, he noticed a dark flash in the upper left corner of the windscreen. He immediately pitched the nose of the airplane down and to the right to avoid another airplane. With his airplane operating normally and unaware that the two airplanes had contacted each other, he continued to his destination airport. During a postflight inspection, he noticed black marks and metal damage on the upper surface of the left wing.

A postaccident examination revealed that the airplane had sustained substantial damage to the left wing and what appeared to be a black tire mark. The pilot reported no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The other aircraft involved has not been identified.

## Probable Cause and Findings

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

A mid-air collision for reasons that could not be determined based on the available evidence.

## Findings

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**Not determined (A1)** (general) - Unknown/Not determined

**Not determined (A2)** (general) - Unknown/Not determined

## Factual Information

### History of Flight

<b>Enroute-cruise (A1)</b>	Midair collision (Defining event)
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### Pilot Information (A1)

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer; Flight instructor	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 19, 2018
<b>Flight Time:</b>	(Estimated) 25000 hours (Total, all aircraft), 940 hours (Total, this make and model), 17725 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information (A1)

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9966N
<b>Model/Series:</b>	180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052621
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 27, 2020 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	925.5 Hrs	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-470 Series
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Aircraft and Owner/Operator Information (A2)

<b>Aircraft Make:</b>	unknown	<b>Registration:</b>	Unknown
<b>Model/Series:</b>	unknown	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Unknown	<b>Serial Number:</b>	unk
<b>Landing Gear Type:</b>	Unknown	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Unknown
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	unk	<b>Rated Power:</b>	
<b>Operator:</b>	unk	<b>Operating Certificate(s) Held:</b>	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>	PAAQ,230 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	208°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.24 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Big Lake, AK (BGQ) (A1)	<b>Type of Flight Plan Filed:</b>	None (A1)
<b>Destination:</b>	Palmer, AK (PAQ) (A1)	<b>Type of Clearance:</b>	None (A1); Unknown (A2)
<b>Departure Time:</b>	12:00 Local (A1)	<b>Type of Airspace:</b>	Class G (A1); Class G (A2)

## Wreckage and Impact Information (A1)

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.702064,-148.97528(est)

## Wreckage and Impact Information (A2)

<b>Crew Injuries:</b>	N/A	<b>Aircraft Damage:</b>	Unknown
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	Unknown
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	Unknown
<b>Total Injuries:</b>	N/A	<b>Latitude, Longitude:</b>	61.702064,-148.97528(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Curtis Martin; FAA; Anchorage, AK
<b>Original Publish Date:</b>	April 29, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=104116">https://data.ntsb.gov/Docket?ProjectID=104116</a>

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](#).