



# Aviation Investigation Final Report

<b>Location:</b>	McCarthy, Alaska	<b>Accident Number:</b>	ANC24LA003
<b>Date &amp; Time:</b>	November 21, 2023, 21:00 UTC	<b>Registration:</b>	N91393
<b>Aircraft:</b>	Cessna 180H	<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 135: Air taxi & commuter - Non-scheduled		

## Analysis

While landing a wheel/ski-equipped airplane on a snow and ice-covered runway, after touchdown, the airplane began to slide to the right side of the runway. The pilot reported that the edge of a ski impacted a lip of ice which caused the airplane to nose down, and the right wing subsequently struck the ground, resulting in substantial damage. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's loss of directional control after touchdown which resulted in substantial damage to the right wing.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Snow/slush/ice covered surface - Contributed to outcome



## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 28, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 12, 2023
<b>Flight Time:</b>	1674 hours (Total, all aircraft), 315 hours (Total, this make and model), 1605 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N91393
<b>Model/Series:</b>	180H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052063
<b>Landing Gear Type:</b>	Retractable - Tailwheel; Ski/wheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 4, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3190 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8335.1 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	I0520D116B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	EAXA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	AGK,1578 ft msl	<b>Distance from Accident Site:</b>	84 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	302°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.62 inches Hg	<b>Temperature/Dew Point:</b>	-24°C / -27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Gulkana, AK (PAGK)	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	McCarthy, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:43 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	McCarthy 15K	<b>Runway Surface Type:</b>	Dirt;Ice;Snow
<b>Airport Elevation:</b>	1533 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	01	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3501 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.44,-142.9

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rasmussen, Mitchell
<b>Additional Participating Persons:</b>	Steve Szymanski; FAA FSDO; Anchorage, AK
<b>Original Publish Date:</b>	June 28, 2024
<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=193416">https://data.ntsb.gov/Docket?ProjectID=193416</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](#).