



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | ANCHORAGE, Alaska                    | <b>Accident Number:</b> | ANC93LA138  |
| <b>Date &amp; Time:</b>        | August 7, 1993, 22:15 Local          | <b>Registration:</b>    | N3654C      |
| <b>Aircraft:</b>               | CESSNA 180                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 3 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT-IN-COMMAND SELECTED THE 40 DEGREE FLAP POSITION FOR HIS APPROACH AND LANDING. THE AIRPLANE 'FELL OUT OF THE SKY' ON SHORT FINAL. AFTER EXITING THE AIRPLANE HE NOTICED THE FLAP HANDLE WAS IN THE 30 DEGREE POSITION. EXAMINATION OF THE AIRPLANE AND FLAP SYSTEM SHOWED THAT THE HANDLE WOULD NOT STAY IN THE 40 DEGREE SELECTED POSITION IF BUMPED. THE FLAP HANDLE WAS VERY STIFF WHEN POSITIONED FROM THE 30 DEGREE TO THE 40 DEGREE POSITION AND WOULD NOT COMPLETELY LATCH ON THE 40 DEGREE POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT RAISING OF THE FLAPS.

### Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: LANDING

#### Findings

1. (C) RAISING OF FLAPS - INADVERTENT - PILOT IN COMMAND

## Factual Information

On August 7, 1993, at 2215 Alaska daylight time, a wheel equipped Cessna 180 airplane, N3654C, registered to Tony Turinsky of Anchorage, Alaska, and operated by the Pilot-in-Command, landed short of the Lake Hood Airstrip, Anchorage, Alaska. The personal flight, operating under 14 CFR Part 91, departed Lake Hood for a local flight. No flight plan was filed and visual meteorological conditions prevailed. The Commercial Certificated Pilot-in-Command and the two passengers were not injured and the airplane was substantially damaged.

According to the Pilot-in-Command, he was on short final, landing to the south, when the airplane suddenly fell out of the sky. It landed short of the runway. After exiting the airplane, he noticed the flap handle set at the 30 degree flap position. He stated he had selected the 40 degree position during the approach.

Examination of the airplane and flap handle by a NTSB Investigator showed that when the 40 degree flap position was selected initially, the handle would stay in position. However, when the handle was lightly bumped it immediately jumped back to the 30 degree flap position. The test was performed a number of times with the same results. Occasionally, the handle would remain in the flaps 40 degree position but only after pulling up against the stop a number of times. The flap handle travel from the 30 degree to 40 degree position was stiff and as the handle neared the 40 degree position it became harder to pull and required effort to ensure that it would latch in the flaps 40 degree position.

### Pilot Information

|                                  |   |  |               |
|----------------------------------|---|--|---------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 46, Male      |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land  | <b>Seat Occupied:</b>                    | Left          |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |               |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No            |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No            |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | July 30, 1992 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> |               |
| <b>Flight Time:</b>              | 2800 hours (Total, all aircraft), 400 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft) |  |               |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA   | <b>Registration:</b>                  | N3654C          |
| <b>Model/Series:</b>                 | 180 180  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 31152           |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | June 30, 1993 Annual                                   | <b>Certified Max Gross Wt.:</b>       | 2550 lbs        |
| <b>Time Since Last Inspection:</b>   | 38 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3300 Hrs   | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-470-R         |
| <b>Registered Owner:</b>             | TONY TURINSKY  | <b>Rated Power:</b>                   | 230 Horsepower  |
| <b>Operator:</b>                     | ANDERSON, WAYNE D.                                     | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |  | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | ANC ,100 ft msl                  | <b>Distance from Accident Site:</b>         | 1 Nautical Miles |
| <b>Observation Time:</b>                | 21:52 Local                      | <b>Direction from Accident Site:</b>        | 180°             |
| <b>Lowest Cloud Condition:</b>          | 20000 ft AGL                     | <b>Visibility</b>                           | 90 miles         |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 210°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 18°C / 12°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | VFR              |
| <b>Departure Time:</b>                  | 00:00 Local                      | <b>Type of Airspace:</b>                    | Class D;Class E  |

## Airport Information

|                             |                        |                                  |           |
|-----------------------------|------------------------|----------------------------------|-----------|
| <b>Airport:</b>             | LAKE HOOD AIRSTRIP Z41 | <b>Runway Surface Type:</b>      | Gravel    |
| <b>Airport Elevation:</b>   | 100 ft msl             | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 16                     | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 2200 ft / 80 ft        | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 2 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 3 None | <b>Latitude, Longitude:</b> | 61.160877,-149.98999(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Kobelnyk, George  |
| <b>Additional Participating Persons:</b> | JIM HIERSTON; ANCHORAGE , AK  |
| <b>Original Publish Date:</b>            | September 30, 1994  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=2397">https://data.ntsb.gov/Docket?ProjectID=2397</a> |

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