



Aviation Investigation Final Report

Location:	EUREKA LODGE, Alaska	Accident Number:	ANC94LA040
Date & Time:	March 18, 1994, 08:50 Local	Registration:	N2423F
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DECIDED TO LAND ON THE HIGHWAY ALONGSIDE THE SHELTON AIRSTRIP BECAUSE THE SNOW CONDITIONS APPEARED TO BE BETTER ON THE HIGHWAY THAN ON THE AIRSTRIP. DURING THE LANDING THE PILOT NOTED A HIGH SNOW BERM ON THE LEFT SIDE OF THE ROADWAY AND WHILE AVOIDING THE LEFT BERM THE RIGHT WHEEL ENCOUNTERED DEEP SNOW. THE AIRPLANE SWERVED TO THE RIGHT INTO THE DEEP SNOW AND OVERTURNED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S SELECTION OF UNSUITABLE TERRAIN FOR A LANDING.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - SNOWBANK
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On March 18, 1994, at 0850 Alaska standard time, a wheel-equipped Cessna 180 airplane, N2423F, operated by K. O. Air of Anchorage, Alaska, lost directional control during a highway landing, collided with a snow berm and overturned. The commercial pilot and his three family members on board had departed Anchorage at 0750 on a VFR flight plan to McCarthy, Alaska. Cancelling the flight plan at 0841, the pilot was attempting a landing on the Glenn Highway alongside the Skelton Airstrip at the Eureka Lodge when the accident occurred. The personal flight was conducted under 14 CFR Part 91 in visual meteorological conditions. The airplane sustained substantial damage and there were no injuries.

The pilot told the NTSB that during roll-out on the highway he encountered a high snow berm shoulder on the left, previously not discernable from overhead. Avoiding the left snow berm, his right main wheel dug into deep snow on the right side, and he lost directional control resulting in the collision with the right snow berm.

He said that the airplane was equipped with 24 inch balloon tires and that the highway was clean and bare. He also said that he chose the highway due to the snow condition on the Skelton Strip across from the lodge.

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 18, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1541 hours (Total, all aircraft), 457 hours (Total, this make and model), 1480 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2423F
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Provisional (Special)	Serial Number:	51623
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	September 2, 1993 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	KIRK OLSEN	Rated Power:	230 Horsepower
Operator:	KIRK OLSEN	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	K.O. AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	5GN ,100 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	30 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-15°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	07:50 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	62.099781,-145.530914(est)

Administrative Information

Investigator In Charge (IIC):	Herlihy, Douglas
Additional Participating Persons:	SPENCER K HILL; ANCHORAGE , AK
Original Publish Date:	January 12, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2490

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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](#).