



Aviation Investigation Final Report

Location:	NAKNEK, Alaska	Accident Number:	ANC95LA097
Date & Time:	July 5, 1995, 18:30 Local	Registration:	N2975C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED HE LANDED ON A REMOTE BEACH SITE. AFTER LANDING, HE NOTICED THE BEACH WAS SOFT, AND HE ELECTED TO TAXI TO HIGHER AND FIRMER GROUND. DURING TAXI, THE LEFT MAIN LANDING GEAR STRUCK A ROCK AND SEPARATED FROM THE AIRPLANE.

Probable Cause and Findings

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

Findings

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

Findings

1. TERRAIN CONDITION - SOFT
 2. TERRAIN CONDITION - ROCK(S)/BOULDER(S)
 3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: GEAR COLLAPSED
Phase of Operation: TAXI - FROM LANDING

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 5, 1995, about 1830 Alaska daylight time, a wheel equipped Cessna model 180 airplane, N2975C, sustained substantial damage while taxiing after landing on a beach on the west shore of Bristol Bay, located approximately 12 miles west of Naknek, Alaska. The solo private pilot reported no injury. The local pleasure flight operated in visual meteorological conditions without a flight plan. The flight departed Naknek about 1730.

The pilot reported he landed low on the beach, and was continuing to taxi to a spot higher on the shoreline to be above the incoming tide. While taxiing, he made a turn to the right, and the left main landing gear tire struck a 2 foot in diameter rock. The left main landing gear was torn from the fuselage, resulting in substantial damage to the fuselage.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 21, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	685 hours (Total, all aircraft), 640 hours (Total, this make and model), 685 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2975C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	30875
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 29, 1994 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	106 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470A
Registered Owner:	TIMOTHY L. WOLFE	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5NK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	58.799568,-156.899642(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	PAUL K WILLIS; ANCHORAGE , AK
Original Publish Date:	February 8, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2681

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