



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC96LA034
Date & Time:	March 16, 1996, 17:55 Local	Registration:	N2905A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that he was practicing touch-and-go landings. During the last landing, the right tire locked and the airplane swerved to the right and collided with a snow bank. The pilot had accrued 33 hours of flight experience in the airplane, with 10 hours as the solo pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of the brakes during landing. The snow berm along the edge of the runway was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On March 16, 1996, at 1755 Alaska standard time, a tailwheel- equipped Cessna 180, N2905A, crashed during landing at Merrill Field, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area instructional flight when the accident occurred. The airplane, owned and operated by the pilot, sustained substantial damage. The pilot, holder of a student pilot certificate and the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at Merrill Field about 1650.

The pilot reported that he was practicing touch-and-go landings on runway 24 at Merrill Field. He decided to land on runway 33 at the end of the practice. When the wheel equipped airplane touched down, the pilot indicated that the right tire locked and the airplane swerved to the right and collided with a snow bank. The airplane received damage to the left wing tip and aileron. In the pilot/operator report submitted by the pilot, he indicated that there was no mechanical malfunction. The pilot had accrued 33 hours of flight experience in the airplane, with 10 hours as the solo pilot. The wind conditions were reported as 070 degrees at 3 knots.

Pilot Information

Certificate:	Student	Age:	46, Male
Airplane Rating(s):	None	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:	November 24, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	33 hours (Total, all aircraft), 33 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2905A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30105
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	RONALD KOWALSKI	Rated Power:	230 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:	MRI ,137 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	135 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	16:50 Local	Type of Airspace:	Class C

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2640 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	61.159801,-149.989791(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	ALFRED DILAY; ANCHORAGE , AK
Original Publish Date:	July 25, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2808

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