



Aviation Investigation Final Report

Location:	WILLOW, Alaska	Accident Number:	ANC83FA094
Date & Time:	June 10, 1983, 15:15 Local	Registration:	N3334D
Aircraft:	CESSNA C-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT NOSED OVER DURING LANDING WHILE ON A DUAL INSTRUCTIONAL FLT. THE CFI STATED THE STUDENT APPLIED TOO MUCH BRAKE ON THE FIRST LANDING AND ALMOST NOSED OVER. DURING THE 2ND LANDING THE STUDENT AGAIN APPLIED EXCESSIVE BRAKING AND THE ACFT NOSED OVER. THE CFI STATED THAT HE HAD WARNED THE STUDENT ABOUT EXCESSIVE BRAKING DURING A BRIEFING. THE CFI HAD A TOTAL OF 5 HOURS IN THIS TYPE ACFT.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
 2. (C) LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND(CFI)
 3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 5, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2306 hours (Total, all aircraft), 5 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3334D
Model/Series:	C-180 C-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 1983 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	DANIEL J. BORER	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:	TKA ,346 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	18:15 Local	Direction from Accident Site:	158°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	WILLOW Z22	Runway Surface Type:	Gravel
Airport Elevation:	220 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4600 ft / 105 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.890262,-149.729232(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4028>

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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](#).