



Aviation Investigation Final Report

Location:	CHALKITSIK, Alaska	Accident Number:	ANC98LA153
Date & Time:	September 18, 1998, 11:30 Local	Registration:	N9407C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was departing from a remote airstrip in a tailwheel equipped airplane. He reported that on the day of the accident he had already completed three round trips from the accident airstrip, ferrying passengers and supplies. He stated that during the accident takeoff run, about one-quarter down the runway, the airplane's main wheels sank into about 10 inches of soft mud. The airplane then nosed over, and sustained substantial damage to the wings, and rudder.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to identify an unsafe/hazardous condition. A factor associated with the accident was soft terrain conditions.

Findings

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

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On September 18, 1998, about 1130 Alaska daylight time, a tundra tire equipped Cessna 180 airplane, N9407C, sustained substantial damage during takeoff from a remote airstrip located about 17 miles southwest of Chalkitsik, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated private pilot, and the one passenger aboard, were not injured. Visual meteorological conditions prevailed, and a flight plan was filed. The flight originated at the accident airstrip, about 1125.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on September 22, the pilot reported that on the day of the accident he had already completed three round trips from the accident airstrip, ferrying passengers and supplies. He stated that during the accident takeoff run, about one-quarter down the runway, the airplane's main wheels sank into about 10 inches of soft mud. The airplane then nosed over, and sustained substantial damage to the wings, and rudder.

The pilot noted that there were no preaccident anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	43, 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 12, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1895 hours (Total, all aircraft), 477 hours (Total, this make and model), 1857 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9407C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31805
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 1, 1998 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4380 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-K
Registered Owner:	RICHARD E. TYRRELL	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	50 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	CIRCLE HOT SPR , AK (CHP)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Soft;Wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1300 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	66.639114,-143.780014(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	DENNIS A DELO (FAA); FAIRBANKS , AK
Original Publish Date:	March 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=44013

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