



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC85LA094
<b>Date &amp; Time:</b>	June 16, 1985, 13:30 Local	<b>Registration:</b>	N9282T
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT DRAGGED THE LEFT WING TIP DURING LNDG IN A X-WIND. THE PLT STATED THAT HE KNEW THE WIND WAS GUSTY BEFORE HIS TAKEOFF BUT HE FELT CERTAIN THAT HE COULD HANDLE IT. HE STATED AFTER THE ACCIDENT THAT DURING THE LANDING HE HAD THE ACFT IN A CRABBED ATTITUDE 'WHEN THE WIND STOPPED FOR JUST AN INSTANT'. DURING AN 'OVERCORRECTION' FOR THE LACK OF WIND THE PLT SAID HE WAS HIT BY ANOTHER WIND GUST WHICH' TIPPED THE RT WING UP-ALLOWING THE LEFT WING TO MAKE CONTACT WITH RWY 61. THE PLTS SAFETY RECOMMENDATION ON HIS NTSB FORM 6120.1 (PILOT/OPERATOR ACFT ACC REPORT-USED FOR CIVIL ACFT ACCIDENTS INVOLVING GEN AVIA ACFT) WAS 'MORE CROSS WIND EXPERIENCE FOR PILOT'.

## 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 - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (C) WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) FLARE - IMPROPER - PILOT IN COMMAND
7. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 23, 1983
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	59 hours (Total, all aircraft), 33 hours (Total, this make and model), 33 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9282T
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50782
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 1, 1985 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3801 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	HAL JOHANSEN	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	90 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KENAI , AK (ENA )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	ANCHORAGE , AK (ANC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:20 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	ANCHORAGE ANC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	144 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10600 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.180763,-149.879425(est)

## Administrative Information

**Investigator In Charge (IIC):** Michelangelo, James

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=4499>

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