



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC99LA004
Date & Time:	October 15, 1998, 08:45 Local	Registration:	N4955A
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot was landing to the west on a remote dirt road. He reported that as the airplane touched down, a strong gust of wind blew the airplane to the left, and the left wheel contacted loose gravel. The pilot stated that he applied full power in an attempt to abort the landing, but the airplane did not have sufficient airspeed to regain flight. The airplane veered off the road, and the left wheel struck a piece of driftwood. The left main landing gear collapsed, and the airplane's left wing struck the ground. The airplane sustained substantial damage to the left wing, and fuselage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for crosswind conditions. Factors associated with the accident were a crosswind, and loose gravel.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ABORTED

Findings

3. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

4. OBJECT - TREE(S)

Factual Information

On October 15, 1998, about 0845 Alaska daylight time, a wheel equipped Cessna 180 airplane, N4955A, sustained substantial damage while landing at an off airport site located about 18 miles west of Anchorage, 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 solo commercial pilot was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at Elmendorf Air Force Base, Anchorage, about 0815.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on October 15, the pilot reported that he was landing to the west on a remote dirt road. The pilot stated that while on approach to the west, he encountered winds from the north at 15 knots, with gusts to 25 knots. He reported that as the airplane touched down, a strong gust of wind blew the airplane to the left, and the left wheel contacted loose gravel. The pilot stated that he applied full power in an attempt to abort the landing, but the airplane did not have sufficient airspeed to regain flight. The airplane veered off the road, and the left wheel struck a piece of driftwood. The left main landing gear collapsed, and the airplane's left wing struck the ground. The airplane sustained substantial damage to the left wing, and fuselage.

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

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	April 2, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	676 hours (Total, all aircraft), 242 hours (Total, this make and model), 676 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4955A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32352
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 12, 1998 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4800 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	LAWRENCE WALTER SEETHALTER	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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELMENDORF AFB , AK (EDF)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	61.160846,-149.989273(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	TOM C NOBLE (FAA); ANCHORAGE , AK
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45237

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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](#).