



Aviation Investigation Final Report

Location:	KOTZEBUE, Alaska	Accident Number:	ANC99LA079
Date & Time:	June 21, 1999, 09:48 Local	Registration:	N2958K
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The Swiss foreign national pilot, who holds a Swiss airline transport certificate, was attempting a southeasterly departure from a 1,700 feet long off-airport site. He stated that during the early stages of the takeoff roll, the airplane veered to the left. He said that he applied full right rudder in an attempt to correct, but the airplane continued off the left side of the site, pivoted 90 degrees to the left, and nosed over. He stated that the airplane sustained substantial damage to the fuselage, wings, and lift struts. The pilot reported that the airplane had recently been retrofitted with oversized tundra tires. He added that there were no preaccident mechanical anomalies with the airplane. Wind conditions at the time of the accident were reported to be from the southeast, at 10 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On June 21, 1999, about 0948 Alaska daylight time, a tundra tire equipped Cessna 180 airplane, N2958K, sustained substantial damage during takeoff from an off-airport site located about 51 miles northeast of Kotzebue, 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 Swiss foreign national pilot, who holds a Swiss airline transport certificate, and the one passenger aboard, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on June 21, the pilot reported that he was attempting a southeasterly departure from a 1,700 feet long off-airport site. He stated that during the early stages of the takeoff roll, the airplane veered to the left. He said that he applied full right rudder in an attempt to correct, but the airplane continued off the left side of the site, pivoted 90 degrees to the left, and nosed over. He stated that the airplane sustained substantial damage to the fuselage, wings, and lift struts.

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Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 6, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11900 hours (Total, all aircraft), 195 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2958K
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053139
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 7, 1999 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1500 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-U-18B
Registered Owner:	SWISS ALASKA FLYERS LLC	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BETTLES , AK (BTT)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	12:00 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:	

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:	67.240493,-161.190658(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	MIKE K ALKANA (FAA); FAIRBANKS , AK
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46614

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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](#).