



Aviation Investigation Final Report

Location:	SAND POINT, Alaska	Accident Number:	ANC99LA115
Date & Time:	August 2, 1999, 20:00 Local	Registration:	N49JT
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The certificated commercial pilot, with one passenger aboard, was landing on a remote gravel-covered beach. During the initial touchdown, the left main wheel struck a large rock, and the airplane veered to the left. The pilot was able to correct for the veer, and brought the airplane to a stop. A postlanding inspection revealed substantial damage to the fuselage at the left main landing gear attach point, and the left door post assembly. The pilot said 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 selection of unsuitable terrain for landing. A factor in the accident was a large rock.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On August 2, 1999, about 2000 Alaska daylight time, a wheel equipped Cessna 180 airplane, N49JT, sustained substantial damage while landing at a remote beach site, located about 18 miles southwest of Sand Point, Alaska, at 55.13 north latitude, 160.50 west longitude. The airplane was being operated as a visual flight rules (VFR) on-demand charter flight under Title 14, CFR Part 135, when the accident occurred. The certificated commercial pilot, and the sole passenger aboard, were not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The flight originated about 1945 from Unga Village, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on August 12, the pilot reported he was landing on a gravel-covered beach. He stated that during the initial touchdown, the left main wheel struck a large rock, and the airplane veered to the left. He said that he was able to correct for the veer, and brought the airplane to a stop. A postlanding inspection revealed substantial damage to the fuselage at the left main landing gear attach point, and the left door post assembly. The pilot said that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Commercial	Age:	56, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 6, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10400 hours (Total, all aircraft), 5400 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N49JT
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30834
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	SHUMAGIN AIR SERVICE	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	KOHC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Not reported
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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UNGA VILLAGE , AK	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	19:45 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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	55.259803,-160.659912(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	STANLEY V RAUK (FAA); ANCHORAGE , AK
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47161

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