



Aviation Investigation Final Report

Location:	CLEAR, Alaska	Accident Number:	ANC86LA159
Date & Time:	August 31, 1986, 21:20 Local	Registration:	N3539E
Aircraft:	CESSNA 180B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT & PASSENGER WERE ON A HUNTING TRIP & HAD SELECTED A CLEARING ON A BRUSH COVERED HILLSIDE FOR A LANDING. THE CLEARING HAD BEEN PREVIOUSLY USED AS AN AIRSTRIP. WHILE ON FINAL APCH TO LAND AT DUSK, THE PLT LOST SIGHT OF THE TOUCHDOWN AREA DUE TO DARKNESS & SHADOWS. DURING THE LANDING, HE OVERRAN THE LANDING ZONE. THE LEFT MAIN GEAR THEN ENCOUNTERED UNEVEN TERRAIN & COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) LIGHT CONDITION - DUSK
 3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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:	Unknown Expired	Last FAA Medical Exam:	June 9, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 600 hours (Total, this make and model), 1260 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3539E
Model/Series:	180B 180B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50398
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	DAVID VIRGIL BUCHANAN	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	60 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:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK (FAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
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:	64.299415,-149.149002(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons: ALBERT E BAUMAN, III; FAIRBANKS , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4743>

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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](#).