



# Aviation Investigation Final Report

<b>Location:</b>	ARCTIC VILLAGE, Alaska	<b>Accident Number:</b>	ANC01LA111
<b>Date &amp; Time:</b>	August 7, 2001, 15:00 Local	<b>Registration:</b>	N81958
<b>Aircraft:</b>	Cessna 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airline transport certificated pilot intended to fly to a remote river, but the intended route of flight was obscured by clouds over nearby mountain tops. The pilot said he decided to land toward the north on a gravel bar along the river. The landing area was about 800 feet long, and 100 feet wide. The pilot said he made three low passes over the gravel bar, and then began the landing approach. He said he applied engine carburetor heat when he was abeam the landing threshold. As the airplane descended toward the ground, the pilot noticed the gravel bar contained larger rocks than he liked. He began a go-around about 30 feet above the ground by applying full engine power. The pilot said the engine sputtered and the airplane settled onto the gravel. As the airplane touched down, the engine returned to full power. The airplane lifted off, but collided with willow bushes and nosed over. The pilot said he encountered continuous carburetor icing during the flight, and applied carburetor heat every few minutes.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of carburetor heat during a go-around. Factors in the accident were carburetor icing conditions, and high vegetation in the landing area.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

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Occurrence #3: NOSE OVER  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

On August 7, 2001, about 1500 Alaska daylight time, a tundra tire-equipped Cessna 180A airplane, N81958, sustained substantial damage during a go-around at a remote river gravel bar, about 35 miles north of Arctic Village, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Fairbanks International Airport, Fairbanks, Alaska, about 1300.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 8th, the pilot reported he intended to fly to the Hulahula River, but the intended route of flight was obscured by clouds over nearby mountain tops. The pilot said he decided to land toward the north on a gravel bar along the river. The landing area was about 800 feet long, and 100 feet wide. The pilot said he made three low passes over the gravel bar, and then began the landing approach. He said he applied engine carburetor heat when he was abeam the landing threshold. As the airplane descended toward the ground, the pilot noticed the gravel bar contained larger rocks than he liked. He began a go-around about 30 feet above the ground by applying full engine power. The pilot said the engine sputtered and the airplane settled onto the gravel. As the airplane touched down, the engine returned to full power. The airplane lifted off, but collided with willow bushes and nosed over.

The pilot described the weather conditions as: Wind, 360 degrees at five to ten knots; clouds and sky condition, 3,000 feet broken; visibility, 10 miles in haze; temperature, 44 degrees F. In his statement submitted with the NTSB Pilot/Operator report (NTSB form 6120.1/2), the pilot said he encountered continuous carburetor icing during the flight, and applied carburetor heat every few minutes.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 8, 2001
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	July 10, 2001
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 110 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N81958
<b>Model/Series:</b>	180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32941
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 21, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	107 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4744 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	MICHAEL C. HOLMAN	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## 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>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	FAIRBANKS, AK (PAFA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ARCTIC VILLAGE, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	68.632225,-144.897216

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	CALEB GLICK; FAA-AL-FAI FASO 01; FAIRBANKS, AK
<b>Original Publish Date:</b>	February 20, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=53031">https://data.nts.gov/Docket?ProjectID=53031</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).