



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | McCarthy, Alaska | Accident Number: | ANC01LA113 |
| Date & Time: | July 28, 2001, 14:00 Local | Registration: | N7275P |
| Aircraft: | Cessna 180 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The certificated commercial pilot reported that during the takeoff roll, just before the airplane reached flying speed, a sudden gust of wind pushed the airplane to the left. The pilot stated that he tried to abort the takeoff, but was unable to stop the airplane before reaching the end of the airstrip. The airplane rolled to the end of the airstrip, down an embankment, and collided with brush. The airplane sustained substantial damage to the wings and fuselage.

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 wind conditions. A factor associated with the accident was a sudden wind shift.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 28, 2001, about 1400 Alaska daylight time, a wheel-equipped Cessna 180 airplane, N7275P, received substantial damage during an aborted takeoff from the Horsfeld airstrip, located about 70 miles northeast of McCarthy, Alaska. The certificated commercial pilot, and the two passengers, were not injured. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the accident airstrip and was en route to Chisana, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on July 28, the pilot reported that during an uphill takeoff run to the northwest, the airplane failed to gain proper airspeed for takeoff. He said that he aborted the takeoff, but the airplane continued to roll as he approached the end of the airstrip. He said that airplane rolled to the end of the airstrip, down an embankment, and collided with brush. The airplane sustained substantial damage to the wings and fuselage. The pilot reported there were no preaccident mechanical problems with the airplane.

Horsfeld airstrip is noted on the NOAA Anchorage Aviation Sectional Chart as 1,100 feet long, and at an elevation of 3,300 feet msl.

In the Pilot/Operator report (NTSB form 6120.1/2) filed by the pilot, he reported that during the takeoff roll, just before the airplane reached flying speed, a sudden gust of wind from the east pushed the airplane to the left. He said that he tried to abort the takeoff, but was unable to stop the airplane before reaching the end of the airstrip.

Pilot Information

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| Certificate: | Commercial; Flight instructor | Age: | 77, 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): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | June 25, 2001 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | May 5, 1999 |
| Flight Time: | 16000 hours (Total, all aircraft), 10000 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N7275P |
| Model/Series: | 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18051677 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | April 19, 2001 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | 120 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | O-470-R |
| Registered Owner: | Ray A. McNutt | Rated Power: | 230 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| 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 | 25 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / 15 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | McCarthy , AK (MXY) | Type of Flight Plan Filed: | None |
| Destination: | Chisana, AK (CZN) | Type of Clearance: | None |
| Departure Time: | 14:30 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-------|
| Airport: | HORSFELD 4Z5 | Runway Surface Type: | Dirt |
| Airport Elevation: | | Runway Surface Condition: | Rough |
| Runway Used: | 32 | IFR Approach: | |
| Runway Length/Width: | 1000 ft / 25 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 55.919582,-159.489822(est) |

Administrative Information

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| Investigator In Charge (IIC): | Johnson, Clinton |
| Additional Participating Persons: | Donald C Nelson ; Federal Aviation Administration ; Fairbanks , AK |
| Original Publish Date: | June 4, 2002 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=53073 |

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](#).