



# Aviation Investigation Final Report

<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	ANC03CA006
<b>Date &amp; Time:</b>	October 25, 2002, 15:30 Local	<b>Registration:</b>	N5244D
<b>Aircraft:</b>	Cessna 180	<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

While taxiing to parking the pilot made a turn from the taxiway into the parking area. He said the sun was in his eyes when he made the turn, and the airplane inadvertently struck a taxiway edge light, and then encountered a ditch.

## 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 proper alignment on the taxiway and clearance from the taxiway edge lights while taxiing from landing. A factor contributing to the accident was sun glare.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI - FROM LANDING

### Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAXI - FROM LANDING

Findings

5. TERRAIN CONDITION - DITCH

## Factual Information

On October 25, 2002, about 1530 Alaska daylight time, a wheel-equipped Cessna 180 airplane, N5244D, sustained substantial damage when it collided with taxiway lighting and a ditch while taxiing to parking at the Lake Hood Strip, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local personal flight under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on October 28, the FAA aviation safety inspector who responded to the accident site said the pilot told her he had just landed and was exiting the runway. He said he missed the taxiway turnout, and ran the airplane into a ditch. He said the sun was in his eyes, and he thought he was turning onto the taxiway. The inspector said the sides and belly of the airplane's fuselage were damaged when the airplane exited the runway and collided with runway/taxiway lights. She said the airplane also encountered a ditch, and the propeller struck the ground.

In a written statement to the NTSB, the pilot said he was taxiing to parking when the accident occurred. He said the sun was in his eyes when he turned from the taxiway into the parking area, and the airplane struck a taxiway light and then encountered a ditch.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	August 23, 2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	255 hours (Total, all aircraft), 34 hours (Total, this make and model), 34 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5244D
<b>Model/Series:</b>	180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50142
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470K
<b>Registered Owner:</b>	John B. Minton	<b>Rated Power:</b>	
<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>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Anchorage, AK (Z41 )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Anchorage, AK (Z41 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class B

## Airport Information

<b>Airport:</b>	Lake Hood Strip Z41	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## 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>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.186943,-149.96527

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Johnnie L Wallace; Anchorage FSDO-03
<b>Original Publish Date:</b>	April 29, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=55955">https://data.nts.gov/Docket?ProjectID=55955</a>

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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](#).