



# Aviation Investigation Final Report

<b>Location:</b>	ELMENDORF AFB, Alaska	<b>Accident Number:</b>	ANC93LA032
<b>Date &amp; Time:</b>	February 6, 1993, 14:00 Local	<b>Registration:</b>	N3680C
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT OF THE SKI-EQUIPPED AIRPLANE STATED THAT WHILE HE WAS MAKING A WIDE LEFT TURN, IN PREPARATION FOR A RUNNING TAKEOFF ON THE FROZEN LAKE, THE AIRPLANE'S NOSE AND RIGHT WING SUDDENLY HIT THE SURFACE. THE RIGHT MAIN LANDING GEAR BOX WAS TORN FROM THE FUSELAGE. THE SURFACE OF THE FROZEN LAKE WAS COVERED WITH ABOUT 2 FT OF FRESH SNOW, WITH SOME HIGHER DRIFTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S EXCESSIVE TAXI SPEED. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS THE SNOW COVERED SURFACE.

## Findings

Occurrence #1: MAIN GEAR COLLAPSED  
Phase of Operation: TAXI - TO TAKEOFF

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 21, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4157 hours (Total, all aircraft), 283 hours (Total, this make and model), 4043 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3680C
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31179
<b>Landing Gear Type:</b>	Ski	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 20, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4098 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-A
<b>Registered Owner:</b>	JOHN D. HOLMQUIST	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>	JOHN D. HOLMQUIST	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EDF ,213 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	14:00 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Scattered / 400 ft AGL	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Broken / 1400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	17 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-8°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SIX MILE LAKE SPB NONE	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	80 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.270561,-149.789077(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	TERRY A BATEMAN; ANCHORAGE , AK
<b>Original Publish Date:</b>	February 28, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5863">https://data.ntsb.gov/Docket?ProjectID=5863</a>

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