



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC93LA042
Date & Time:	March 9, 1993, 18:26 Local	Registration:	N9977N
Aircraft:	CESSNA 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE DUAL INSTRUCTIONAL FLIGHT WAS COMMENCED FOR THE PURPOSE OF FAMILIARIZING THE PRIVATE CERTIFICATED/DUAL STUDENT PILOT WITH THE INFLIGHT AND LANDING AND TAKEOFF CHARACTERISTICS OF HIS NEWLY ACQUIRED PLANE. EARLIER IN THE FLIGHT, THE STUDENT HAD SUCCESSFULLY DEMONSTRATED LANDINGS AND TAKEOFFS AT SURROUNDING AIRSTRIPS ON SNOW COVERED PAVING. JUST AFTER TOUCHDOWN ON THE DRY PAVEMENT, THE AIRPLANE BEGAN DRIFTING TO THE RIGHT OF THE RUNWAY CENTERLINE. THE STUDENT REPORTED THAT HE APPLIED PRESSURE TO THE RUDDER CONTROL PEDALS TO CORRECT THE PLANE'S GROUND PATH. THE PLANE SUBSEQUENTLY DEVELOPED A NOSE OVER TENDENCY WHICH REQUIRED INCREASING AMOUNTS OF UP ELEVATOR TO COUNTER. THE NOSE OVER TENDENCY CONTINUED AND THE PLANE ENDED UP INVERTED ON THE RUNWAY. THE STUDENT REPORTED THAT HE WAS WEARING LARGE THICK SOLED BOOTS AND THAT HE MAY HAVE UNINTENTIONALLY APPLIED PRESSURE TO THE WHEEL BRAKES AT THE SAME TIME HE WAS MANIPULATING THE RUDDER CONTROL PEDALS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PRIVATE CERTIFICATED/DUAL STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL. A FACTOR IN THE ACCIDENT WAS THE FAILURE OF THE FLIGHT INSTRUCTOR/PILOT IN COMMAND TO TAKE TIMELY REMEDIAL ACTION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

2. (F) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 1, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	31000 hours (Total, all aircraft), 800 hours (Total, this make and model), 12700 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9977N
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052632
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 25, 1992 Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	49 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3556 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470R
Registered Owner:	CHRIS J. PHILLIPS	Rated Power:	235 Horsepower
Operator:	CHRIS J. PHILLIPS	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:50 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3999 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	61.210544,-149.889877(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	BRUCE WALKER; ANCHORAGE , AK
Original Publish Date:	December 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5869

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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](#).