



Aviation Investigation Final Report

Location:	Chugiak, Alaska	Accident Number:	ANC04LA030
Date & Time:	March 12, 2004, 12:00 Local	Registration:	N7937V
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot reported that he was landing on runway 1L, which required a correction for a 7 knot left crosswind. The pilot stated that after touchdown, he inadvertently allowed the airplane to veer to the right, and off the right side of the runway. The airplane's main wheels subsequently struck a snow bank, and the airplane nosed over. The airplane sustained structural damage to the left wing, fuselage, and empennage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

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 a crosswind condition during the landing roll, which resulted in a loss of control, and an on ground collision with a snow bank. A factor associated with the accident was a crosswind.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

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

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

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On March 12, 2004, about 1200 Alaska standard time, a wheel-equipped Cessna 180 airplane, N7937V, sustained substantial damage following a loss of control while landing at the Birchwood Airport, Chugiak, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The private certificated pilot and the sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Lake Hood Airstrip, Anchorage, Alaska, about 1130.

During a telephone conversation with a National Transportation Safety Board investigator on March 12, the pilot reported that was landing on runway 1L, which required a correction for a 7 knot left crosswind. The pilot stated that after touchdown, he inadvertently allowed the airplane to veer to the right, and off the right side of the runway. The airplane's main wheels subsequently struck a snow bank, and the airplane nosed over. The airplane sustained structural damage to the left wing, fuselage, and empennage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

The pilot did not complete the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1).

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 27, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7937V
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051873
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	Charles M. Sage	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None

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:		Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage , AK (Z41)	Type of Flight Plan Filed:	None
Destination:	Chugiak , AK (BCV)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Birchwood BCV	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	1L	IFR Approach:	None
Runway Length/Width:	4010 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.400001,-149.512222

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Jack T Seymore ; Federal Aviation Administration ; Anchorage, AK
Original Publish Date:	December 3, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58908

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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](#).