



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC05LA086
Date & Time:	May 29, 2005, 16:50 Local	Registration:	N4533B
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While conducting a 14 CFR Part 91 personal flight, the commercial certificated pilot said the air traffic control tower cleared him to land on runway 24, and advised the wind direction was 120 degrees at 5 knots. He said he used full flaps, and during the landing roll, the airplane ground-looped to the left. The pilot said he felt the wind was stronger than reported. No special weather observation was taken at the time of the accident, but the regular observation, taken at 1653, reported the wind as 190 at 8 knots, with gusts to 15 knots. According to the pilot, there were no known mechanical anomalies with the airplane prior to the accident. The airplane's right wing and aileron received structural damage during the ground-loop. In a written report to the NTSB dated July 8, the pilot indicated that he failed to use the proper crosswind landing techniques.

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 gusting wind conditions during landing, which resulted in a ground-loop, and structural damage to the airplane. Factors associated with the accident were a ground-loop, and wind gusts.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

On May 29, 2005, about 1650 Alaska daylight time, a Cessna 180 airplane, N4533B, sustained substantial damage when it ground-looped during the landing roll at Merrill Field, Anchorage, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) local personal flight under Title 14, CFR Part 91, when the accident occurred. The solo commercial certificated 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 June 1, the pilot said he was cleared to land by the tower on runway 24. According to a tower controller, who reviewed the control tower audio tape, the on-duty controller advised the pilot "cleared to land runway 24, wind 120 at 5." The pilot said he used full flaps, and that he felt the wind speed was higher and more of a crosswind than reported by the tower. No special weather observation was taken at the time of the accident, but the regular observation at 1553 reported winds 270 at 4 knots, and the regular observation at 1653 reported winds 190 at 8 knots, with gusts to 15 knots. The pilot said the airplane ground-looped to the left during the landing roll, and sustained structural damage to the right wing and aileron.

In a written report to the NTSB dated July 8, 2005, the pilot indicated that he failed to use the proper crosswind techniques while landing.

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2004
Flight Time:	1842 hours (Total, all aircraft), 17 hours (Total, this make and model), 16339 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4533B
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31432
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2004 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2785 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	William B. Hastie	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:	PAMR	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 13000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PAMR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:50 Local	Type of Airspace:	

Airport Information

Airport:	Merill Field MRI	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.213611,-149.844451

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	George Kobelnyk; Anchorage, FSDO-03; Anchorage, AK
Original Publish Date:	January 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61706

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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](#).