



Aviation Investigation Final Report

Location:	Nabesna, Alaska	Accident Number:	ANC05CA119
Date & Time:	August 8, 2005, 14:30 Local	Registration:	N6480A
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was landing a nose wheel-equipped airplane on a gravel-covered, off airport site that was surrounded by brush. The pilot stated he inadvertently allowed the airplane to touchdown to the right of the site, and he applied full engine power to abort the landing. As the airplane began to climb, it abruptly pitched down, and the nose wheel struck the ground. The nose wheel subsequently collapsed, and the airplane nosed over on the gravel-covered site. The pilot noted that a postaccident inspection revealed a tree branch lodged in the accident airplane's right elevator. The airplane sustained substantial damage to the wings, fuselage, and horizontal stabilizer. The pilot said 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 selection of an unsuitable area for landing, which resulted in an on ground encounter with brush, and subsequent loss of control during an aborted landing. Factors associated with the accident were high vegetation, and a jammed elevator control.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH VEGETATION

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

3. (F) FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. LANDING GEAR,NOSE GEAR - COLLAPSED

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ABORTED

Factual Information

On August 8, 2005, about 1430 Alaska daylight time, a nose wheel-equipped Cessna 182 airplane, N6480A, sustained substantial damage during an aborted landing attempt at an off airport site, located about 10 miles southeast of Nabesna, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. Of the three people aboard, the private pilot and one passenger were not injured, and the remaining passenger sustained minor injuries. Visual meteorological conditions prevailed. The flight originated at the Birchwood Airport, Chugiak, Alaska, about 1220. No flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on August 9, the pilot reported that he was landing at a gravel-covered off airport site that was surrounded by brush. He said that he inadvertently allowed the airplane to touchdown to the right of the site, and he applied full engine power to abort the landing. The pilot said that as the airplane began to climb, it abruptly pitched down, and the nose wheel struck the ground. The nose wheel subsequently collapsed, and the airplane nosed over on the gravel-covered site. The pilot noted that a postaccident inspection revealed a tree branch lodged in the accident airplane's right elevator assembly. The airplane sustained substantial damage to the wings, fuselage, and horizontal stabilizer. The pilot said that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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 3 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	569 hours (Total, all aircraft), 400 hours (Total, this make and model), 517 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6480A
Model/Series:	182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33280
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	Gordon J. Spidle	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	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Chugiak , AK (BCV)	Type of Flight Plan Filed:	None
Destination:	Nabezna , AK	Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	62.25,-142.833328

Administrative Information

Investigator In Charge (IIC): Johnson, Clinton

Additional Participating Persons:

Original Publish Date: December 20, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=62396>

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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](#).