



# Aviation Investigation Final Report

<b>Location:</b>	Aniak, Alaska	<b>Accident Number:</b>	ANC05CA138
<b>Date &amp; Time:</b>	September 6, 2005, 15:30 Local	<b>Registration:</b>	N8624X
<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 14 CFR Part 91 personal flight was landing at a remote airstrip. During the landing flare, the private pilot reported that the left wing of the airplane collided with high brush, and during the subsequent impact with terrain, the airplane received damage to the right wing, the right main landing gear, the propeller, and the stabilizer.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing, which resulted in a collision with brush during the landing flare. A factor contributing to the accident was high vegetation.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

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

## Factual Information

On September 6, 2005, about 1530 Alaska daylight time, a tundra tire-equipped Cessna 180 airplane, N8624X, sustained substantial damage when it collided with bushes and the ground during the landing approach to a remote airstrip, about 53 miles southeast of Aniak, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed, and 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 September 7, the pilot's spouse reported that the pilot made a satellite phone call to her to report the accident. The pilot indicated that during the landing flare, the left wing of the airplane collided with high brush. During the subsequent impact with the ground, the airplane received damage to the right wing, the right main landing gear, the propeller, and the stabilizer.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	March 1, 2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	415 hours (Total, all aircraft), 268 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8624X
<b>Model/Series:</b>	180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18051024
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470-L
<b>Registered Owner:</b>	Jason W. Brooks	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Port Alsworth, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Aniak, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Cinnabar N/A	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## 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>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	60.750556,-158.862228

## Administrative Information

**Investigator In Charge (IIC):** Erickson, Scott

**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=62411>

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