



Aviation Investigation Final Report

Location:	Igiugig, Alaska	Accident Number:	ANC05LA143
Date & Time:	September 10, 2005, 13:30 Local	Registration:	N9254T
Aircraft:	Cessna 180C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airline transport pilot was conducting a 14 CFR Part 91 personal cross-country flight when she smelled smoke in the cockpit. She flew to a small, rough airstrip in the area, while assessing the problem. Unable to isolate the problem, she elected to make a precautionary landing. During the landing the airplane encountered soft terrain and nosed over. Postcrash inspection of the airplane by an aircraft mechanic discovered that the engine starter had failed to disengage, resulting in an overheated starter and smoke in the cockpit.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the airplane's starter to disengage, which resulted in an overheated starter, smoke in the cockpit, and an emergency landing. A factor associated with the accident was soft terrain encountered during the emergency landing.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ACCESSORIES,ENGINE STARTER - NOT DISENGAGED

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

Phase of Operation: EMERGENCY LANDING

Findings

2. (F) TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: EMERGENCY LANDING

Factual Information

On September 10, 2005, about 1330 Alaska daylight time, a Cessna 180C airplane, N9254T, sustained substantial damage when it nosed over during an off airport emergency landing, 30 miles east-southeast of Igiugig, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal cross-country flight under Title 14, CFR Part 91, when the accident occurred. The private pilot and sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Igiugig, Airport, Igiugig, about 1300.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 10, the pilot said that she smelled smoke in the cockpit. She said she was familiar with a 1200 foot long airstrip in the area, and landed there, and that at the end of the landing roll, the airplane encountered ruts, and nosed over. She said there were no known mechanical anomalies with the airplane prior to the accident. The left wing lift strut was bent during the accident.

After recovery of the airplane, a certified aircraft mechanic who examined the airplane found that the starter solenoid had not disengaged, creating a "hung start" condition, resulting in an overheated starter, which was responsible for the smoke.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 1, 2004
Flight Time:	11410 hours (Total, all aircraft), 630 hours (Total, this make and model), 2230 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9254T
Model/Series:	180C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50754
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2005 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1750 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	Colette Ireland	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Iguigig, AK (IGG)	Type of Flight Plan Filed:	None
Destination:	Homer, AK (PAHO)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:	1200 ft	VFR Approach/Landing:	Precautionary landing

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:	59.2,-155.166671

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Jack Devlin; Anchorage FSDO-03; Anchorage, AK
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62463

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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](#).