



Aviation Investigation Final Report

Location:	Sterling, Alaska	Accident Number:	ANC06CA060
Date & Time:	May 23, 2006, 18:00 Local	Registration:	N4814
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The certificated commercial pilot was landing at a private airstrip at the conclusion of a CFR part 91 personal flight. The airstrip did not have a windsock, but the pilot said he anticipated a right crosswind, and estimated the wind as about 10 knots. He said the airplane touched down, and then bounced slightly. The airplane began to veer to the right, and he attempted to stop the turn by applying left rudder and left brake. The turn continued, and the airplane ground looped to the right, sustaining damage to the left wing, the left horizontal stabilizer, and the left main landing gear.

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 during the landing roll, which resulted in an on-ground encounter with the runway surface. Factors contributing to the accident were a crosswind, and an inadvertent ground loop.

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

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

The certificated commercial pilot was landing at a private airstrip at the conclusion of a CFR part 91 personal flight. The airstrip did not have a windsock, but the pilot said he anticipated a right crosswind, and estimated the wind as about 10 knots. He said the airplane touched down, and then bounced slightly. The airplane began to veer to the right, and he attempted to stop the turn by applying left rudder and left brake. The turn continued, and the airplane ground looped to the right, sustaining damage to the left wing, the left horizontal stabilizer, and the left main landing gear.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	July 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1350 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4814
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32847
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-K
Registered Owner:	Thomas Bullard	Rated Power:	
Operator:	Thomas W. Bullard	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:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (PAMR)	Type of Flight Plan Filed:	None
Destination:	Sterling, AK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	60.528888,-150.720001

Administrative Information

Investigator In Charge (IIC): Erickson, Scott

Additional Participating Persons:

Original Publish Date: October 3, 2006

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=63751>

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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](#).