



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC06CA062
Date & Time:	May 25, 2006, 10:05 Local	Registration:	N9389C
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was landing at the conclusion of a CFR Part 91 cross-country flight. The pilot reported that she flared too high and bounced the landing. During the recovery attempt, she said the right wing struck the runway, the airplane departed the runway surface, and then nosed down. The pilot indicated that the wind conditions were calm. The airplane received damage to the right wing and propeller.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing during the landing flare/touchdown, which resulted in a loss of control, the right wing striking the runway, and subsequent nose down when the airplane departed the runway.

Findings

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

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - RUNWAY

Occurrence #3: NOSE DOWN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

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Pilot Information

Certificate:	Private	Age:	56,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	514 hours (Total, all aircraft), 514 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9389C
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31787
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-470J
Registered Owner:	Nancy Eoff	Rated Power:	
Operator:	Nancy Eoff	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:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Soldotna, AK (PASX)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (PAMR)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Merrill Field PAMR	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	34	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:	61.213611,-149.844451

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=63772>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).