



Aviation Investigation Final Report

Location:	Bettles, Alaska	Accident Number:	ANC09CA027
Date & Time:	April 2, 2009, 17:00 Local	Registration:	N2801K
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot reported that he was landing on the frozen snow-covered lake in a ski-equipped airplane. During the landing roll the airplane's main landing gear skis encountered a snowdrift, which stripped the nuts that connect the skis to the main landing gear axle. Both skis separated and the airplane's left main landing gear leg collapsed. The left wing struck the snow-covered frozen lake. The airplane sustained substantial damage to the left wing and fuselage. The pilot said that there were no preaccident mechanical problems with the airplane, and noted in his report to the NTSB that he should have inspected the landing site before landing, then selected a better area to land on.

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 landing area.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 2, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 11, 2007
Flight Time:	1671 hours (Total, all aircraft), 190 hours (Total, this make and model), 1640 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2801K
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053072
Landing Gear Type:	Ski	Seats:	4
Date/Type of Last Inspection:	August 25, 2008 Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8913 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	CARRIER TIMOTHY LEVITE	Rated Power:	230 Horsepower
Operator:	CARRIER TIMOTHY LEVITE	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:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:			
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	VFR
Destination:	Bettles, AK	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	66.913887,-151.528884(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	James Tupper; Federal Aviation Administration (Airworthiness); Fairbanks, AK
Original Publish Date:	July 28, 2009
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=73612

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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](#).