



National Transportation Safety Board Aviation Accident Final Report

Location:	TATITNA, AK	Accident Number:	ANC98LA024
Date & Time:	03/03/1998, 1700 AST	Registration:	N4751U
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the landing roll on a snow covered landing strip, the airplane's skis began to track in a snow machine rut, pulling the airplane to the left. The pilot applied power and full right rudder, but the airplane continued left, striking trees on the edge of the 1,200-foot-long by 12-foot-wide landing strip.

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. A factor was the snow machine ruts creating a rough landing surface.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

Factual Information

On March 3, 1998, at 1700 Alaska standard time, a ski equipped Cessna 180H airplane, N4751U, sustained substantial damage when its left wing impacted trees during landing roll at the Tatitna landing strip, Tatitna, Alaska. The commercial certificated pilot and the one passenger aboard were not injured. The flight was conducted under 14 CFR Part 91 as a personal flight from Rainbow Lake in Big Lake, Alaska, to Tatitna. Visual meteorological conditions prevailed at the time of the accident, and a VFR flight plan was filed.

The pilot stated to the NTSB investigator that during his landing roll, the airplane's skis encountered a snow machine rut, and began to track to the left. The pilot said he applied power and full right rudder, but the left wing contacted willow trees on the side of the 1,200 feet long by 12 feet wide, snow covered landing strip.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/02/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7870 hours (Total, all aircraft), 1315 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4751U
Model/Series:	180H 180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	51451
Landing Gear Type:	Ski	Seats:	4
Date/Type of Last Inspection:	02/06/1998, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6088 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	DANIEL W. PLANO	Rated Power:	230 hp
Operator:	DANIEL W. PLANO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1 °C
Precipitation and Obscuration:			
Departure Point:	RAINBOW LAKE, AK	Type of Flight Plan Filed:	VFR
Destination:	, AK (AK48)	Type of Clearance:	None
Departure Time:	1400 AST	Type of Airspace:	Class G

Airport Information

Airport:	TATITNA (AK48)	Runway Surface Type:	Snow
Airport Elevation:	1490 ft	Runway Surface Condition:	Holes; Snow--compacted
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	1200 ft / 12 ft	VFR Approach/Landing:	Full Stop; Valley/Terrain Following

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:	

Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Report Date:	12/08/1998
Additional Participating Persons:	BOYD B WALTMAN; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).