



National Transportation Safety Board Aviation Accident Final Report

Location:	GUSTAVUS, AK	Accident Number:	ANC99LA102
Date & Time:	08/01/1999, 1415 AKD	Registration:	N6180
Aircraft:	Cessna 180A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The certificated commercial pilot had landed on runway 28. He stated that the touchdown and the landing roll were uneventful, until the airplane's nose veered slightly to the right. He compensated by applying full left rudder, but the airplane suddenly ground looped to the right. During the ground loop the left main landing gear collapsed, and the left wing collided with the runway. The left wing and fuselage sustained substantial damage. Wind conditions at the time of the accident were reported to be from 190 degrees at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's inadvertent ground loop/swerve.

Findings

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

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On August 1, 1999, about 1415 Alaska daylight time, a wheel equipped Cessna 180A airplane, N6180, sustained substantial damage while landing at the Gustavus Airport, Gustavus, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated commercial pilot, and the one passenger aboard, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on August 2, the pilot reported that he had just landed on runway 28. He stated that the touchdown and the landing roll were uneventful, until the airplane's nose veered slightly to the right. He said he compensated by applying full left rudder, but the airplane suddenly ground looped to the right. During the ground loop the left main landing gear collapsed, and the left wing collided with the runway. The left wing and fuselage sustained substantial damage.

Wind conditions at the time of the accident were reported to be from 190 degrees at 5 knots.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/24/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6100 hours (Total, all aircraft), 400 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6180
Model/Series:	180A 180A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32966
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/09/1999, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	73 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4363 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	CHUCK MILTON	Rated Power:	230 lbs
Operator:	CHUCK MILTON	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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 12° C
Precipitation and Obscuration:			
Departure Point:	JUNEAU, AK (PAJN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1345 ADT	Type of Airspace:	Class E

Airport Information

Airport:	GUSTAVUS (GST)	Runway Surface Type:	Asphalt
Airport Elevation:	36 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	Full Stop

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):	CLINTON O JOHNSON	Report Date:	06/23/2000
Additional Participating Persons:	JOHN W SIMS (FAA); JUNEAU, 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.nts.gov/pubdms/ .		

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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](#).