



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC03LA087
Date & Time:	08/01/2003, 1205 AKD	Registration:	N3418C
Aircraft:	Cessna 170	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The private certificated pilot had recently received a tailwheel endorsement, and was practicing landings in the tailwheel-equipped airplane at various airports. During the accident landing, the pilot reported that a right crosswind was blowing between 10 to 12 knots. He said the airplane bounced on touchdown, and the right wing was lifted by the wind. He corrected the bounce by application of rudder, but the left wing contacted the runway surface and the airplane ground looped. The pilot said a mechanic examined the airplane and advised him that two outboard wing ribs of the left wing and the left aileron required replacement.

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 condition and his failure to maintain directional control of the airplane that resulted in the left wing contacting the runway surface during the landing roll. Factors contributing to the accident were the presence of the crosswind, and the pilot's lack of experience in tailwheel airplanes.

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) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - RUNWAY

Factual Information

On August 1, 2003, about 1205 Alaska daylight time, a tailwheel-equipped Cessna 170 airplane, N3418C, sustained substantial damage when the left wing contacted the runway following a loss of control during the landing roll at Merrill Field, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at Merrill Field about 0900. No flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 5, the pilot reported that he recently received a tailwheel endorsement. He said he was practicing landings at various airports and then landed on runway 24 at Merrill Field. During the landing, the pilot reported that a right crosswind was blowing between 10 to 12 knots. He said the airplane bounced on touchdown, and the right wing was lifted by the wind. He corrected the bounce by application of rudder, but the left wing contacted the runway surface and the airplane ground looped. The pilot said a mechanic examined the airplane and advised him that two outboard wing ribs of the left wing and the left aileron required replacement.

At 1153, an Aviation Routine Weather Report (METAR) at Merrill Field was reporting in part: Wind, 330 degrees (true) at 7 knots; visibility, 10 statute miles; clouds and sky condition, few at 6,000 feet, 12,000 feet scattered; temperature, 64 degrees F; dew point, 35 degrees F; altimeter, 30.03 inHg.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/27/2002
Occupational Pilot:		Last Flight Review or Equivalent:	07/29/2003
Flight Time:	106 hours (Total, all aircraft), 33 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3418C
Model/Series:	170	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	64621
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/12/2003, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4623 Hours as of last inspection	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-145
Registered Owner:	GARY R. RITCHEY	Rated Power:	145 hp
Operator:	GARY R. RITCHEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAMR, 137 ft msl	Distance from Accident Site:	
Observation Time:	1153 ADT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	305°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	18°C / 2°C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (PAMR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0900 ADT	Type of Airspace:	Class D

Airport Information

Airport:	MERRILL FIELD (PAMR)	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.214444, -149.846111

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	03/02/2004
Additional Participating Persons:	DARRELL WOODWORTH; FAA-AL-ANC FSDO 03; 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/ .		

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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](#).