



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANCHORAGE, AK	Accident Number:	ANC03LA087
Date & Time:	08/01/2003, 1205 AKD	Registration:	N3418C
Aircraft:	Cessna 170	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

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

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	GARY R. RITCHEY	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C-145
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAMR, 137 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 305°
Temperature:	18°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (PAMR)	Destination:	

Airport Information

Airport:	MERRILL FIELD (PAMR)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 100 ft		

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
Latitude, Longitude:	61.214444, -149.846111		

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON

Adopted Date: 03/02/2004

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/>.

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.