



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Anchorage, AK	<b>Accident Number:</b>	ANC08LA094
<b>Date &amp; Time:</b>	08/01/2008, 1630 AKD	<b>Registration:</b>	N2357U
<b>Aircraft:</b>	CESSNA 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot was landing on runway 25, and indicated that just as the main landing gear tires touched down, the airplane was struck by a strong wind from the right. The pilot attempted to correct for the wind, and added engine power, but the airplane departed the left side of the runway. The nose gear collapsed when it encountered soft terrain along the side of the runway, which spun the airplane around about 180 degrees. The wind conditions were reported as 280 degrees (true) at 11 knots. In the "Recommendation" (How could this accident have been prevented) section of the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot noted he could have utilized "Better use of aileron and rudder for directional control."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing flare/touchdown, which resulted in a runway excursion and collapse of the nose gear.

## Findings

---

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause) Nose/tail landing gear - Capability exceeded
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Wind - Response/compensation

## Factual Information

On August 1, 2008, about 1630 Alaska daylight time, a Cessna 172 airplane, N2357U, sustained substantial damage when it departed the runway during the landing flare/touchdown at Merrill Field, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The commercial certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Homer Airport, Homer, Alaska, about 1430.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 5, the pilot reported that he was landing on runway 25 at Merrill Field. During the landing flare, just as the main landing gear tires touched down, the airplane was struck by a strong wind from the right. The pilot attempted to correct for the wind, and added engine power, but the airplane departed the left side of the runway. The nose gear collapsed when it encountered soft terrain along the side of the runway, which spun the airplane around about 180 degrees.

At 1634, an aviation routine weather report (METAR) at Merrill Field was reporting, in part: Wind, 280 degrees (true) at 11 knots; visibility, 10 statute miles; clouds and sky condition, 5,000 feet broken; temperature, 61 degrees F; dew point, 52 degrees F; altimeter, 28.89 inHg.

In the "Recommendation" (How could this accident have been prevented) section of the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot noted he could have utilized "Better use of aileron and rudder for directional control."

## History of Flight

Landing-flare/touchdown	Loss of control on ground Runway excursion
-------------------------	---

## Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine Land	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 2 With Waivers/Limitations	Last Medical Exam:	04/26/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/23/2007
Flight Time:	1557 hours (Total, all aircraft), 1400 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N2357U
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17249957
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/31/2008, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2688 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300
Registered Owner:	Carl A. Dirkers	Rated Power:	145 hp
Operator:	Carl A. Dirkers	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PAMR, 137 ft msl	Observation Time:	1634 ADT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	16°C / 11°C
Lowest Ceiling:	Broken / 5000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots, 280°	Visibility (RVR):	
Altimeter Setting:	28.89 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Homer, AK (PAHO)	Type of Flight Plan Filed:	VFR
Destination:	Anchorage, AK (PAMR)	Type of Clearance:	VFR
Departure Time:	1430 ADT	Type of Airspace:	

## Airport Information

Airport:	Merrill Field (PAMR)	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## 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		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott R Erickson	<b>Adopted Date:</b>	01/29/2009
<b>Additional Participating Persons:</b>	Ken Clarke; FAA-AL-ANC FSDO 03; Anchorage, AK		
<b>Publish Date:</b>	01/29/2009		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.