



# National Transportation Safety Board Aviation Accident Data Summary

<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>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."

## Flight Events

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

## Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C  
Aircraft-Aircraft systems-Landing gear system-Nose/tail landing gear-Capability exceeded  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Wind-(general)-Response/compensation

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N2357U
<b>Model/Series:</b>	172	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Carl A. Dirkers	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-300
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PAMR, 137 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 5000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	11 knots, 280°
<b>Temperature:</b>	16°C / 11°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Homer, AK (PAHO)	<b>Destination:</b>	Anchorage, AK (PAMR)

## Airport Information

<b>Airport:</b>	Merrill Field (PAMR)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott R Erickson	<b>Adopted 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> .		

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