



National Transportation Safety Board Aviation Accident Final Report

Location:	Bettles, AK	Accident Number:	ANC09CA027
Date & Time:	04/02/2009, 1700 AKD	Registration:	N2801K
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot reported that he was landing on the frozen snow-covered lake in a ski-equipped airplane. During the landing roll the airplane's main landing gear skis encountered a snowdrift, which stripped the nuts that connect the skis to the main landing gear axle. Both skis separated and the airplane's left main landing gear leg collapsed. The left wing struck the snow-covered frozen lake. The airplane sustained substantial damage to the left wing and fuselage. The pilot said that there were no preaccident mechanical problems with the airplane, and noted in his report to the NTSB that he should have inspected the landing site before landing, then selected a better area to land on.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing area.

Findings

Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/02/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/11/2007
Flight Time:	1671 hours (Total, all aircraft), 190 hours (Total, this make and model), 1640 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N2801K
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18053072
Landing Gear Type:	Ski	Seats:	4
Date/Type of Last Inspection:	08/25/2008, Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8913 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	CARRIER TIMOTHY LEVITE	Rated Power:	230 hp
Operator:	CARRIER TIMOTHY LEVITE	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	VFR
Destination:	Bettles, AK	Type of Clearance:	None
Departure Time:	1445 ADT	Type of Airspace:	

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		

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	07/28/2009
Additional Participating Persons:	James Tupper; Federal Aviation Administration (Airworthiness); Fairbanks, AK		
Publish Date:	07/28/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.