



Aviation Investigation Final Report

Location:	McCarthy, Alaska	Accident Number:	ANC24LA003
Date & Time:	November 21, 2023, 21:00 UTC	Registration:	N91393
Aircraft:	Cessna 180H	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

While landing a wheel/ski-equipped airplane on a snow and ice-covered runway, after touchdown, the airplane began to slide to the right side of the runway. The pilot reported that the edge of a ski impacted a lip of ice which caused the airplane to nose down, and the right wing subsequently struck the ground, resulting in substantial damage. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control after touchdown which resulted in substantial damage to the right wing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 28, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 12, 2023
Flight Time:	1674 hours (Total, all aircraft), 315 hours (Total, this make and model), 1605 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N91393
Model/Series:	180H	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052063
Landing Gear Type:	Retractable - Tailwheel; Ski/wheel	Seats:	2
Date/Type of Last Inspection:	November 4, 2023 Annual	Certified Max Gross Wt.:	3190 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8335.1 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO520D116B
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	On file	Operator Designator Code:	EAXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	AGK,1578 ft msl	Distance from Accident Site:	84 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	302°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	-24°C / -27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gulkana, AK (PAGK)	Type of Flight Plan Filed:	Company VFR
Destination:	McCarthy, AK	Type of Clearance:	None
Departure Time:	09:43 Local	Type of Airspace:	Class G

Airport Information

Airport:	McCarthy 15K	Runway Surface Type:	Dirt;Ice;Snow
Airport Elevation:	1533 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	3501 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.44,-142.9

Administrative Information

Investigator In Charge (IIC):	Rasmussen, Mitchell
Additional Participating Persons:	Steve Szymanski; FAA FSDO; Anchorage, AK
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193416

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).