



# Aviation Investigation Final Report

<b>Location:</b>	Talkeetna, Alaska	<b>Accident Number:</b>	ANC23LA044
<b>Date &amp; Time:</b>	June 19, 2023, 11:00 Local	<b>Registration:</b>	N9214C
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of a tailwheel equipped airplane reported that, during landing and upon touchdown, the airplane veered abruptly to the right with a lower-than-normal right wing. He applied left rudder and brake and the airplane veered to the left and exited the runway. The right main landing gear wheel dug into the gravel, the airplane spun and the right wingtip struck the ground. The right wing sustained substantial damage. The pilot discovered the right main landing gear tire was flat.

## Probable Cause and Findings

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

A loss of directional control, while landing, due to a flat main landing gear tire.

## Findings

<b>Aircraft</b>	Tire casing - Damaged/degraded
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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### Pilot Information

Certificate:	Private	Age:	74,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 12, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 4, 2023
Flight Time:	(Estimated) 2800 hours (Total, all aircraft), 2100 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9214C
<b>Model/Series:</b>	180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1954	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31313
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3850 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O470R
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PATK, 350 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	302°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK (ANC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Talkeetna, AK	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Talkeetna Airport TKA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	365 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	01	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.319844,-150.09445

## Administrative Information

**Investigator In Charge (IIC):** Ward, Mark

**Additional Participating Persons:** Scott Norman; FAA

**Original Publish Date:** October 26, 2023

**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=192409>

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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](#).