

Joshua Lindberg
Senior Aviation Accident Investigator
Aviation Safety - Central Region

Date: August 12, 2023 and August 18, 2023

Subject: ANC22LA068 Accident Details

Contact: Bill Nafus, accident pilot

On August 12, 2022, at 1502 Alaska daylight time, a Cessna 180 airplane, N6577A, was substantially damaged when it was involved in an accident near Sutton, Alaska. The pilot sustained minor injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

In a phone and text conversations with the pilot, he provided the following information:

Accident occurred on 8/12/22 between 1500-1600 AKDT

Approximate coordinates N 61 45.457 S 149 01.349

N6577A C180

Departed Eureka to Anderson Lake Airport (0AK1), Wasilla, Alaska

He had about 3 hours of fuel on board and had flown two hours so he expected to have 1 hour of fuel remaining. He fueled the airplane at home (0AK1) before the trip to Eureka.

He was flying about 7,500-8,000 ft and coming south over the mountains when he experienced a loss of engine power. No sputtering, the engine just quit and went quiet. He tried to troubleshoot but nothing worked so he continued descending and made a forced landing near Moose Creek. He's not sure but thinks the propeller kept rotating during the descent.

The airplane is still in the trees near Moose Creek, and he doesn't have insurance so he's trying to coordinate a recovery this week. The airplane will most likely be recovered back to his hangar at 0AK1.

END

Joshua Lindberg

From: Bill Nafus [REDACTED]
Sent: Friday, September 9, 2022 1:23 PM
To: Lindberg Joshua
Subject: Concerning N6577A

Follow Up Flag: Follow up
Flag Status: Completed

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good morning Josh,
Those items were all sent to the Anchorage office on 8/22. All paperwork and thumb drive, everything that you had asked for. It was addressed like this... NTSB, ANC

[REDACTED]
Anchorage, AK 99513
ATTN! Joshua Lindbergh

I also have a tracking # for it.

We didn't use the shipping label because we thought that was for shipping the entire GPS. Sorry if we've somehow screwed that up! Obviously someone got that paperwork cause the FAA was aware of things we had written in it.

Also, we've been unable to retrieve the plane yet and want to clarify one thing. The FAA told us that you had given them authorization to check out the plane as soon as it was brought in before ANYONE else touched it. We are receiving conflicting reports on that and want to be sure we do the right thing. We are just waiting for a helicopter to be available and [REDACTED] is helping us with that.
Let me know the protocol for when the plane is removed.

Thanks,
Bill
Sent from my iPad

Joshua Lindberg

From: Lindberg Joshua
Sent: Friday, September 9, 2022 10:33 AM
To: [REDACTED]
Cc: [REDACTED] (FAA); [REDACTED]@faa.gov
Subject: RE: NTSB Investigation - N6577A

Importance: High

Morning Bill,

Would you please send the items below so we can move forward with the investigation? I heard you were concerned about sending your GPS, so if you want to have the unit downloaded and the raw data sent to me, that would be fine. Please let me know if you need help with that process. The rest of the items are crucial and were supposed to be sent within 10 days of the accident date, per the regulations.

Thank you,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Lindberg Joshua
Sent: Thursday, August 18, 2022 3:47 PM
To: [REDACTED]
Subject: NTSB Investigation - N6577A

Hi Bill,

Thanks for reporting the accident involving N6577A near Moose Creek on August 12, 2022. Based on the photos, there is substantial damage to at least the right wing and several places on the fuselage; therefore, this will be considered an accident and the NTSB will initiate an investigation. Please complete the attached NTSB Accident Report Form and provide the other information listed below. Once the airplane is recovered then we can schedule a date for the engine examination.

1. Complete the attached NTSB Accident Report Form
2. Send copies of the engine/airframe/propeller maintenance logbooks for the last 3 years
3. Fuel receipts from the last fueling
4. Basic flight plan to include origin, destination, altitude, route, and fuel burn calculation
5. Send the GPS via UPS using the attached prepaid UPS label

Thank you,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]