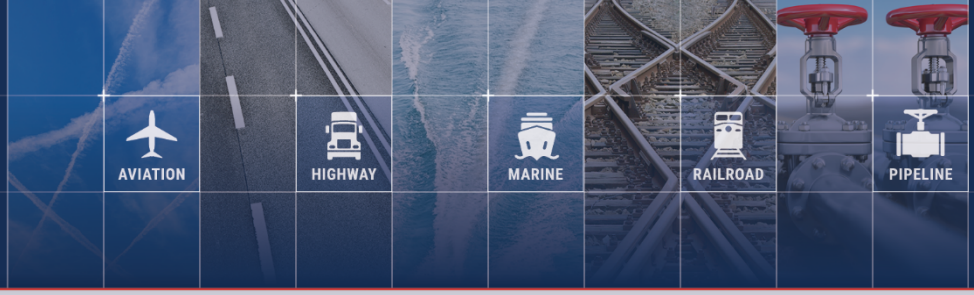

Aviation Investigation Final Report

Location:	Anchorage, Alaska	**Accident Number:**	ANC20LA065
Date & Time:	July 5, 2020, 11:15 Local	**Registration:**	N9185T
Aircraft:	Cessna 180	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, and corroborated by video capturing the accident, during a normal touchdown in a float-equipped airplane, the left float dug into the water and the airplane veered abruptly and nosed over.

A postaccident examination revealed a large hole in the bottom of the left float just forward of the step. Corrosion was present around the hole and no impact signatures were present on the bottom of the float. The circumstances of the accident are consistent with a loss of control during the water landing due to the failure of the left float due to corrosion.

Probable Cause and Findings

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

The failure of the left float bottom due to corrosion, which resulted in a loss of control during the water landing.

Findings

Aircraft	Wheel/ski/float - Fatigue/wear/corrosion

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)

On July 5, 2020, about 1115 Alaska daylight time, a Cessna 180C airplane, N9185T, sustained substantial damage when it was involved in an accident near Anchorage, Alaska. The private pilot and one passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, they were returning from a remote lake to Lake Hood Airport (PALH) in the float-equipped airplane. The pilot stated that the departure was normal, with about 10 to 12 mph of wind on the lake, creating a light chop on the water's surface. Upon touchdown at PALH, the left float dug into the water and the airplane veered abruptly and nosed over. He stated that they quickly exited the sinking wreckage.

A video captured the accident sequence and revealed that the airplane touched down on about the step of the floats before abruptly veering to the left. The right wing contacted the water and the airplane veered back to the right, and then to the left, before the airplane nosed over.

A postaccident examination of the left float revealed a large hole in the bottom of the float just forward of the step. (See Figure 1.) Corrosion was present around the hole and no impact signatures were present on the bottom of the float.

Figure 1 - Accident airplane at accident site, hole visible in left float. Photo courtesy of KTVA.

Pilot Information

Certificate:	Private	**Age:**	81,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	BasicMed Unknown	**Last FAA Medical Exam:**	August 30, 2017
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1500 hours (Total, all aircraft), 1441 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9185T
Model/Series:	180	**Aircraft Category:**	Airplane
Year of Manufacture:	1960	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	50685
Landing Gear Type:	Tailwheel; Float	**Seats:**	
Date/Type of Last Inspection:	July 30, 2019 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	5608 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	C126 installed, not activated	**Engine Model/Series:**	O-470R
Registered Owner:	On file	**Rated Power:**	230 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	LHD,79 ft msl	**Distance from Accident Site:**	
Observation Time:	19:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 6000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots / 21 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	18°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (LHD)	**Type of Flight Plan Filed:**	None
Destination:	Anchorage, AK (LHD)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class D

Airport Information

Airport:	Lake Hood LHD	**Runway Surface Type:**	Water
Airport Elevation:	79 ft msl	**Runway Surface Condition:**	Unknown
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Full stop

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:**	61.186668,-149.96527(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	
Original Publish Date:	March 18, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=101546