



Aviation Investigation Final Report

Location:	DELTA JUNCTION, Alaska	Accident Number:	ANC93LA110
Date & Time:	July 3, 1993, 10:00 Local	Registration:	N74CG
Aircraft:	CESSNA 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING TAKEOFF ON A RIVER, THE PILOT REPORTED THAT THE AIRPLANE GOT ON THE STEP QUICKLY BUT WOULD NOT FLY. THE PILOT BELIEVED THAT THE PLANE SHOULD HAVE FLOWN BECAUSE HE HAD DEPARTED FROM THE AREA SEVERAL TIMES PREVIOUSLY AND THE AIRPLANE WAS WELL BELOW THE MAXIMUM AUTHORIZED GROSS WEIGHT. THE PILOT SAID THAT HE ALLOWED THE TAKEOFF RUN TO CONTINUE TOO LONG BEFORE ABORTING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S DELAY IN ABORTING THE TAKEOFF. THE TREES WERE A FACTOR IN THE ACCIDENT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. TERRAIN CONDITION - WATER
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)

Factual Information

On July 3, 1993, at 1000 Alaska daylight time, a float equipped Cessna 180J airplane, N74CG, operated by the pilot and registered to his wife, struck a submerged log and trees during an aborted takeoff on the Clear Water River. The private certificated pilot in command and his two passengers were not injured and the airplane sustained substantial damage. The intended destination of the personal flight, operating under 14 CFR Part 91, was Delta Junction. No flight plan was filed and visual meteorological conditions prevailed.

During a telephone interview, the pilot told the NTSB investigator in charge that during the takeoff run a change in both the direction and velocity of the wind was experienced and that in retrospect he should have aborted the takeoff sooner.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 29, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2893 hours (Total, all aircraft), 114 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N74CG
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052403
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	October 3, 1992 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3648 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	O'CONNOR, BONETA M.	Rated Power:	230 Horsepower
Operator:	O'CONNOR, FRANCIS D.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CLR WATER RIVER, AK	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	63.699405,-144.889328(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	KEN EPPERSON; ANCHORAGE , AK
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2376

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).