



Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC95LA100
Date & Time:	July 12, 1995, 18:00 Local	Registration:	N63336
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING AN APPROACH TO LAND, THE FLOATPLANE ENCOUNTERED A MICROBURST (DOWNDRAFT) AND MADE A HARD LANDING ON THE WATER. SHE ELECTED TO ABORT THE LANDING. SHE STATED THAT DURING THE ENSUING TAKEOFF RUN, WHILE STILL ON THE WATER, THE WIND FORCED THE FLOATPLANE TO THE LEFT TOWARD THE SHORELINE, DESPITE HER ATTEMPTS TO CORRECT BACK TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT CONTACTED ROCKS NEAR THE SHORELINE AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS, WHICH RESULTED IN A FAILURE TO MAINTAIN DIRECTIONAL CONTROL. THE DOWNDRAFT AND CROSSWIND WERE RELATED FACTORS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ABORTED

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (F) WEATHER CONDITION - CROSSWIND

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

5. TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ABORTED

Factual Information

On July 12, 1995, about 1800 Alaska daylight time, N63336, a Cessna 180K floatplane, operated by the owner/pilot, sustained substantial damage during takeoff when it collided with the shore of Naknek Lake near Naknek, Alaska. The private pilot and the pilot-rated passenger were not injured. Visual meteorological conditions prevailed and a visual flight rules (VFR) flight plan was filed. The personal flight was conducted under 14 CFR 91. The ELT actuated and aided in location of the accident.

According to the pilot-in-command, the airplane encountered a "microburst" about 50 feet above the water during the approach to landing. The airplane landed hard on the lake, and the pilot decided to perform an aborted landing. She stated that during the takeoff run, while the airplane was still on the water, a strong wind was forcing the airplane to the left despite her attempts to correct to the right. She said the airplane was forced into the shore. The floats struck rocks near the shore and the airplane nosed over.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 26, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	325 hours (Total, all aircraft), 270 hours (Total, this make and model), 325 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N63336
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18052841
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1351 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-U
Registered Owner:	R. V. B & E. E. SHERWOOD	Rated Power:	230 Horsepower
Operator:	SHERWOOD, ROBERT V.B.	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:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FINGER LAKE , AK (99Z)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	15:00 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:	Go around

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	58.750148,-156.53955(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	THOMAS ELDRIDGE; ANCHORAGE , AK
Original Publish Date:	February 27, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2684

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