



Aviation Investigation Final Report

Location:	IGIUGIG, Alaska	Accident Number:	ANC95LA156
Date & Time:	September 3, 1995, 13:00 Local	Registration:	N5293D
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT AND THREE PASSENGERS WERE DEPARTING FROM THE MOUTH OF A RIVER IN A FLOAT EQUIPPED AIRPLANE, TO RETURN THE PASSENGERS TO A FISHING LODGE. DURING THE TAKEOFF, THE AIRPLANE BECAME AIRBORNE, BUT STRUCK THE EDGE OF A 7 FOOT HIGH RIVER BANK. THE AIRPLANE SLID OVER THE BANK AND DOWN TOWARD AN OCEAN BEACH, THEN NOSED OVER. IT RECEIVED DAMAGE TO THE FLOATS, WINGS, FUSELAGE, AND VERTICAL STABILIZER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION TO ASSURE THE AIRPLANE WOULD MAINTAIN ADEQUATE ALTITUDE/CLEARANCE FROM THE RIVER BANK DURING TAKEOFF.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

On September 3, 1995, about 1300 Alaska daylight time, a float equipped Cessna 180, N5293D, crashed during takeoff from a remote river, about 75 miles southeast of Igiugig, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country business/fish guiding flight under Title 14 CFR Part 91 when the accident occurred. The airplane, operated by Kvichak Lodge, Igiugig, sustained substantial damage. The certificated private pilot and 3 passengers were not injured. Visual meteorological conditions prevailed.

The pilot reported that he was departing from the mouth of the Big River on the Alaska peninsula in the Katmai National Park. During the takeoff, the airplane became airborne but struck the edge of a 7 foot high river bank. The airplane slid over the bank and down toward an ocean beach and then nosed over. The airplane received damage to the floats, wings, fuselage, and vertical stabilizer.

Pilot Information

Certificate:	Private	Age:	42, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 12, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 500 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5293D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50191
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 8, 1995 Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6880 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-K
Registered Owner:	MIKE MCDOWELL	Rated Power:	230 Horsepower
Operator:	KVICHAK LODGE	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	70 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 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:		Type of Flight Plan Filed:	None
Destination:	(IGG)	Type of Clearance:	None
Departure Time:	13:00 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:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	58.750507,-156.539382(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	WILBUR KEITH; ANCHORAGE , AK
Original Publish Date:	March 6, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2730

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](#).