



Aviation Investigation Final Report

Location:	CRAIG, Alaska	Accident Number:	ANC95LA176
Date & Time:	September 23, 1995, 13:30 Local	Registration:	N9208C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was taxiing the airplane for takeoff in rough water, using the plow taxi technique. During the taxi, the airplane was pulled to the right. Examination of the airplane showed damage to the right wing and the spar of the horizontal stabilizer. The pilot did not see an object in the water that could have struck the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable taxi/takeoff area.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. TERRAIN CONDITION - WATER,ROUGH
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On September 23, 1995 at 1330 Alaska daylight time, a float equipped Cessna 180 airplane, N9208C, registered to and operated by the pilot, received substantial damage while taxiing for takeoff from the bay at Port Bagal, Alaska. Port Bagal is located at Craig, Alaska. The personal flight, operating under 14 CFR Part 91, was departing the Port Bagal Bay and the destination was Ketchikan, Alaska. Visual meteorological conditions prevailed and the pilot filed a visual flight rules flight plan. The certificated private pilot and the three passengers were not injured and the airplane was substantially damaged.

During a telephone conversation with the pilot on September 27, 1995, he stated he was taxiing in rough water using the plow taxi technique. During the taxi, he felt the right side of the airplane strike something and he cut the engine power. After the airplane stopped, he looked out and saw damage to the right wing. He returned to parking. Subsequent examination of the airplane showed damage to the right wing and the spar on the horizontal stabilizer.

The pilot stated he could not see any object in the water that could have struck the airplane.

During a telephone conversation with the pilot on September 27, 1995, he stated the accident occurred on September 23, 1995. On the NTSB Form 6120.1/2, the pilot indicated the accident occurred on September 28, 1995. The pilot completed the NTSB Form 6120.1/2 on February 26, 1996.

Pilot Information

Certificate:	Private	Age:	33, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 28, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 350 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9208C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31302
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	July 30, 1995 Annual	Certified Max Gross Wt.:	2880 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2390 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	MATTHEW A. DINON	Rated Power:	230 Horsepower
Operator:		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:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORT BAGAL , AK	Type of Flight Plan Filed:	VFR
Destination:	KETCHIKAN , AK (KTN)	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:	55.460601,-132.830047(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	PATTY MADISON; JUNEAU , AK
Original Publish Date:	May 9, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2745

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