



Aviation Investigation Final Report

Location:	TENAKEE SPRINGS, Alaska	Accident Number:	SEA83LA152
Date & Time:	July 17, 1983, 23:15 Local	Registration:	N76239
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT NOSED OVER DURING A FORCED LANDING ON A ROCKY BEACH AT NIGHT. THE PILOT DID NOT USE CARBURETOR HEAT DURING THE ENGINE RESTART ATTEMPTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - RAIN
 2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. (C) FUEL SYSTEM,CARBURETOR - ICE
 4. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
7. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	21, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	790 hours (Total, all aircraft), 4 hours (Total, this make and model), 690 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N76239
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10642
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 15, 1983 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1906 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C85-12F
Registered Owner:	LAWRENCE GREGG	Rated Power:	85 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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	14°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	JUNEAU , AK (JUN)	Type of Flight Plan Filed:	VFR
Destination:	SITKA , AK (SIT)	Type of Clearance:	None
Departure Time:	22:16 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Rough;Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	57.790489,-135.18077(est)

Administrative Information

Investigator In Charge (IIC): Daily jr., H.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39732>

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](#).