



Aviation Investigation Final Report

Location:	KETCHIKAN, Alaska	Accident Number:	SEA85LA021
Date & Time:	November 19, 1984, 15:00 Local	Registration:	N56BK
Aircraft:	CESSNA 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT SANK AFTER A HARD LANDING ON WATER. THE PLT REPORTED THAT THE ACFT BOUNCED DURING LANDING AND THE WIND GOT UNDER THE UPWIND WING AND ROLLED THE ACFT. THE WIND WAS REPORTED AS 18 KTS WITH GUSTS TO 25 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. (C) FLARE - MISJUDGED - PILOT IN COMMAND
6. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	March 15, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 500 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N56BK
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052358
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	October 10, 1984 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	MANUEL E. HUSSMAN	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:	KTN	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:58 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	1400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YES BAY , AK (AK78)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	REFUGE COVE	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	55.609905,-131.579544(est)

Administrative Information

Investigator In Charge (IIC):	Stripling, Wallace
Additional Participating Persons:	DAN PERRY; JENEAU , AK
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40090

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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](#).