



Aviation Investigation Final Report

Location:	WRANGELL, Alaska	Accident Number:	SEA89LA047
Date & Time:	February 5, 1989, 14:30 Local	Registration:	N9024C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ATTEMPTED A TAKEOFF FROM A ROUGH AND UNEVEN FROZEN RIVER IN THE SKI EQUIPPED ACFT. THE TAKEOFF WAS MADE INTO WINDS OF 20 KTS GUSTING TO 35 KTS. AS THE ACFT REACHED A SPEED OF APRX 35 KTS, A GUST OF WIND, COMBINED WITH THE ACFT BOUNCING ON THE ROUGH TERRAIN, TIPPED THE ACFT, CAUSING THE WING TO DRAG AND THE ACFT TO CARTWHEEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PLT'S FAILURE TO PROPERLY COMPENSATE FOR THE WIND DURING TAKEOFF ON UNSUITABLE TERRAIN. CONTRIBUTING TO THE ACCIDENT WERE THE TERRAIN CONDITIONS AND GUSTING WINDS.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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:	January 23, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft), 330 hours (Total, this make and model), 290 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9024C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31072
Landing Gear Type:	Ski	Seats:	4
Date/Type of Last Inspection:	January 12, 1989 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2435 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	GARY L. ALLEN, SR.	Rated Power:	225 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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	56.410991,-131.609878(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	BOB KOLVIG; JUNEAU , AK
Original Publish Date:	September 28, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40979

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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](#).