



Aviation Investigation Final Report

Location:	FRIDAY HARBOR, Washington	Accident Number:	SEA91LA074
Date & Time:	March 28, 1991, 16:40 Local	Registration:	N2601Y
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE CESSNA 180 FLOATPLANE STATED THAT HE MADE A POWER REDUCTION AFTER TAKEOFF FOR NOISE ABATEMENT REASONS, AFTER CLIMBING TO ABOUT 40 FEET. HE CONTINUED TO CLIMB TO ABOUT 50 FEET AFTER TURNING CROSSWIND. HE STATED THAT WHEN HE TURNED EAST (DOWNWIND) TO FLY THROUGH THE CHANNEL, HE ADDED FULL POWER, BUT THE AIRCRAFT CONTINUED TO SLIP TOWARDS THE RIGHT SIDE OF THE CHANNEL AND IT ENDED UP CRASHING INTO THE TREES ABOUT FIFTY FEET FROM SHORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A PROPER CLIMB GRADIENT AND RATE AS A RESULT OF HIS INADEQUATE COMPENSATION FOR WIND CONDITIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. OBJECT - TREE(S)
3. (C) PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

4. (F) WEATHER CONDITION - TAILWIND
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 21, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1676 hours (Total, all aircraft), 1676 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2601Y
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18051101
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2820 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470R
Registered Owner:	ROY O. BORDNER	Rated Power:	230 Horsepower
Operator:	ROY O. BORDNER	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:	FHR, 109 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	14:58 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAKE WASHINGTON, WA	Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	

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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	48.530681,-123.059303(est)

Administrative Information

Investigator In Charge (IIC): Stockhill, Michael

Additional Participating Persons:

Original Publish Date: March 24, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=41404>

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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](#).