



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC84FA140
Date & Time:	August 17, 1984, 20:30 Local	Registration:	N9062M
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE WAS TAKING OFF TO THE SOUTHEAST & THE ACFT WAS ON THE STEP WHEN A X-WIND HIT, LIFTING THE RIGHT WING. HE SAID THE LEFT WING THEN HIT THE WATER, SPINNING THE ACFT TO THE LEFT & THE NOSE HIT THE WATER. THE ACFT WENT OVER ON ITS BACK & SANK IN 20 FT OF WATER. THE PLT REPORTED THAT THE WIND WAS VARIABLE FROM SOUTH TO SOUTHWEST AT 13 GUSTING 15 TO 18 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - UNFAVORABLE WIND
 3. (F) WEATHER CONDITION - CROSSWIND
 4. (F) WEATHER CONDITION - GUSTS
 5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	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:	October 4, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	122 hours (Total, all aircraft), 40 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9062M
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052162
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	March 9, 1984 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	717 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	BEN MILES	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 / 2000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 9°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAKE HOOD LDH	Runway Surface Type:	Water
Airport Elevation:	100 ft msl	Runway Surface Condition:	Rough
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:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.180747,-149.879455(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4224>

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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](#).