



Aviation Investigation Final Report

Location:	CHUGIAK, Alaska	Accident Number:	ANC85FA016
Date & Time:	November 12, 1984, 12:30 Local	Registration:	N9433C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACFT COLLIDED WITH TREES APRX 2,600 FT SHORT OF RWY 19 THRESHOLD DURING THE LANDING APCH. THE ACFT STOPPED 35-40 FT AGL IN TREES AND AFTER A FEW MINUTES FELL TO THE GROUND. A DESCENT WAS MADE FROM APRX 10,000 FT WITH A LEANED MIXTURE, CLOSED THROTTLE AND NO CARBURETOR HEAT USAGE. THE OATS RANGES FROM 0 DEG F AT GROUND LEVEL TO -27 TO -36 DEG F AT 10,000 FT. PLT STATED THAT WHEN HE ADVANCED THE THROTTLE DURING THE APCH A RESPONSE IN POWER WAS NOT RECEIVED.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. DESCENT - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. (C) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 5, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 300 hours (Total, this make and model), 3120 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9433C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31831
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 9, 1984 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1990 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	GLENN ARNON BORDERS	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTAGUE ISLAND, AK	Type of Flight Plan Filed:	None
Destination:	CHUGIAK , AK (Z15)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	BIRCHWOOD Z-15	Runway Surface Type:	Asphalt
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	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:	61.409255,-149.170364(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons: LOUIS J GOSSEN; ANCHORAGE , AK
ALFRED J JAMES; ANCHORAGE , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4388>

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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](#).