



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | OROVILLE, Washington | Accident Number: | SEA98LA174 |
| Date & Time: | September 5, 1998, 13:20 Local | Registration: | N52130 |
| Aircraft: | Cessna 180J | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot-in-command reported that 'he was landing south on the lake and that the crosswind conditions were not strong. Upon landing the left wing contacted the water and the aircraft spun around and then overturned.' The pilot also confirmed no aircraft component malfunction or failure during the event.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to establish and maintain proper alignment.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING

Findings

1. (C) PROPER ALIGNMENT - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Factual Information

On September 5, 1998, approximately 1320 Pacific daylight time, a Cessna 180J floatplane, N52130, registered to Eugenia Burke, and being operated/flown by a private pilot, incurred substantial damage when the pilot dragged the left wingtip and float while landing on Oysoyoos Lake, Oroville, Washington. The pilot and passenger were uninjured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was to have been operated under 14CFR91, and originated from the accident site approximately 10 minutes earlier.

The pilot reported to an inspector from the Federal Aviation Administration's Spokane Flight Standards District that "he was landing south on the lake and that the crosswind conditions were not strong. Upon landing the left wing contacted the water and the aircraft spun around and then overturned. Both pilot and passenger exited without injuries." The pilot also confirmed no aircraft component malfunction or failure during the event.

The pilot reported on his submitted NTSB form 6120.1/2 that he was:

"1. Coming in for landing on glassy, smooth water." "2. Too much nose down." "3. Left float and left wingtip hit water." "4. Plane spun around and flipped over."

Pilot Information

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| Certificate: | Private | Age: | 76, 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-w/ waivers/lim | Last FAA Medical Exam: | June 18, 1998 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1800 hours (Total, all aircraft), 1500 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N52130 |
| Model/Series: | 180J 180J | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18052512 |
| Landing Gear Type: | Float | Seats: | 4 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2960 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2600 Hrs | Engine Manufacturer: | Continental |
| ELT: | | Engine Model/Series: | O-470 |
| Registered Owner: | BURKE, EUGENIA, A. | Rated Power: | 230 Horsepower |
| Operator: | BURKE, OLAF, A. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | OMK ,1301 ft msl | Distance from Accident Site: | 30 Nautical Miles |
| Observation Time: | 13:53 Local | Direction from Accident Site: | 168° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 32°C / 8°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 13:10 Local | Type of Airspace: | Class G |

Airport Information

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

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 48.869289,-119.219863(est) |

Administrative Information

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| Investigator In Charge (IIC): | Mccreary, Steven |
| Additional Participating Persons: | MARION TILTON; SPOKANE , WA |
| Original Publish Date: | January 11, 2000 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=43901 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).