



Aviation Investigation Final Report

Location:	CORDOVA, Alaska	Accident Number:	ANC85LA170
Date & Time:	September 4, 1985, 07:05 Local	Registration:	N25722
Aircraft:	CESSNA 180F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT IMMEDIATELY AFTER TAKING OFF, HE SEEMED TO LOSE AILERON CONTROL. HE DECIDED TO ABORT THE TAKEOFF & LAND ON THE REMAINING RWY. AFTER TOUCHING DOWN NEAR THE DEPARTURE END, HE ELECTED TO TURN THE ACFT TO THE LEFT TOWARD AN ACCESS ROAD RATHER THAN TO CONTINUE AHEAD INTO WATER. THE ACFT ENCOUNTERED A DITCH, THEN WENT ONTO LOOSE GRAVEL. THE BRAKES LOCKED ON THE LOOSE GRAVEL, THEN THE TIRES CAUGHT ON HARD GROUND & THE ACFT NOSED OVER. AN EXAM OF THE FLT CONTROLS WAS MADE, BUT NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

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 - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - INITIATED
3. ABORTED TAKEOFF

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF

Occurrence #3: NOSE OVER
Phase of Operation: OTHER

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN
5. (F) TERRAIN CONDITION - DITCH
6. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, 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):	Airplane	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:	Yes	Last Flight Review or Equivalent:	
Flight Time:	644 hours (Total, all aircraft), 178 hours (Total, this make and model), 644 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N25722
Model/Series:	180F 180F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	51274
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 17, 1985 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	117 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1806 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	HAROLD J. LAUGHLIN	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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CORDOVA CKU	Runway Surface Type:	Gravel
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1900 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.790058,-145.610748(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.ntsb.gov/Docket?ProjectID=4559>

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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](#).