



Aviation Investigation Final Report

Location:	TOWER, Minnesota	Accident Number:	CHI99LA259
Date & Time:	July 17, 1999, 19:30 Local	Registration:	N4636B
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The seaplane was struck by a powerboat shortly after the plane landed on the lake. A private pilot witness said the boat was on the right side of the aircraft travelling 35-40 mph. The witness said the boat turned at the last moment and hit the right float of the plane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the operator of the boat to maintain clearance with the floatplane.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

Factual Information

On July 17, 1999, at 1930 central daylight time, a Cessna 180, N4636B, piloted by a private pilot, was substantially damaged shortly after it landed when it was struck by a power boat. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot reported no injuries. The flight departed Tower, Minnesota, exact time unknown.

According to the pilot, he had just landed the airplane on Vermillion Lake. He said he did not see the power boat approaching from his right side until a few moments before it struck his airplane's right float. A witness said the boat was travelling about 35 to 40 miles per hour as it rounded a bend in the lake and headed toward the boat. The witness said the boat did not turn until a few moments before the collision. The pilot said he tried to turn the airplane out of the boat's path. He said the airplane began a slow turn to its left just as the boat collided with its float. The pilot estimated the boat's speed was about 40 to 50 miles per hour.

Pilot Information

Certificate:	Private	Age:	U
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 With waivers/limitations	Last FAA Medical Exam:	April 20, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	404 hours (Total, all aircraft), 251 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4636B
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31534
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	July 12, 1999 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3836 Hrs	Engine Manufacturer:	Teledyne Cont
ELT:		Engine Model/Series:	O-470
Registered Owner:		Rated Power:	230 Horsepower
Operator:	36-BRAVO, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CQM	Distance from Accident Site:	
Observation Time:	18:57 Local	Direction from Accident Site:	
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:	30.09 inches Hg	Temperature/Dew Point:	20°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tower, MN	Type of Flight Plan Filed:	None
Destination:	TOWER, MN	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Vermillion Lake	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

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:	47.80978,-92.289436(est)

Administrative Information

Investigator In Charge (IIC):	Gattolin, Frank
Additional Participating Persons:	JOHN LYONS; FAA; Minneapolis, MN
Original Publish Date:	May 21, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46902

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