



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | BIG RIVER, Alaska                    | <b>Accident Number:</b> | ANC88LA071  |
| <b>Date &amp; Time:</b>        | June 26, 1988, 13:00 Local           | <b>Registration:</b>    | N9939V      |
| <b>Aircraft:</b>               | CESSNA 180H                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 4 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

WHILE TAXIING ON THE LAKE THE AIRCRAFT'S RIGHT FLOAT STRUCK A LOG CAUSING THE AIRCRAFT'S LEFT WING TO STRIKE THE WATER.

## Probable Cause and Findings

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

### Findings

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

#### Findings

1. (C) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAXI - FROM LANDING

#### Findings

2. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 55, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea   | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |              |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No           |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/ waivers/lim   | <b>Last FAA Medical Exam:</b>            | May 26, 1988 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 3000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 2910 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N9939V          |
| <b>Model/Series:</b>                 | 180H 180H                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 18051791        |
| <b>Landing Gear Type:</b>            | Float                    | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | April 17, 1988 Annual    | <b>Certified Max Gross Wt.:</b>       | 3100 lbs        |
| <b>Time Since Last Inspection:</b>   | 48 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 966 Hrs                  | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-470-R         |
| <b>Registered Owner:</b>             | ARRON DOWNING            | <b>Rated Power:</b>                   | 230 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |            |
|---|----------------------------------|---|------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day        |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |            |
| <b>Observation Time:</b>                | 12:00 Local                      | <b>Direction from Accident Site:</b>        |            |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 20 miles   |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |            |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /          |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /          |
| <b>Altimeter Setting:</b>               | 29 inches Hg                     | <b>Temperature/Dew Point:</b>               | 13°C / 4°C |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |            |
| <b>Departure Point:</b>                 | FINGER LAKE , AK                 | <b>Type of Flight Plan Filed:</b>           | VFR        |
| <b>Destination:</b>                     | BIG RIVER LAKE , AK              | <b>Type of Clearance:</b>                   | None       |
| <b>Departure Time:</b>                  | 00:00 Local                      | <b>Type of Airspace:</b>                    | Class G    |

## Airport Information

|                             |             |                                  |      |
|-----------------------------|-------------|----------------------------------|------|
| <b>Airport:</b>             |             | <b>Runway Surface Type:</b>      |      |
| <b>Airport Elevation:</b>   | 0 ft msl    | <b>Runway Surface Condition:</b> |      |
| <b>Runway Used:</b>         | 0           | <b>IFR Approach:</b>             | None |
| <b>Runway Length/Width:</b> | 0 ft / 0 ft | <b>VFR Approach/Landing:</b>     | None |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 3 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 4 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

**Investigator In Charge (IIC):** Michelangelo, James

**Additional Participating Persons:**

**Original Publish Date:** February 28, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=5014>

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