Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	**Accident Number:**	ANC01LA005
Date & Time:	October 7, 2000, 18:10 Local	**Registration:**	N9306C
Aircraft:	Cessna 180	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The certificated commercial pilot reported that as he started a southeasterly takeoff run, using the southeast water lane, the airplane's acceleration seemed slower than normal due to glassy water conditions. He said that as he neared the end of the water lane, just before the airplane became airborne, he elected to abort the takeoff run. He said that after he closed the throttle, the airplane stayed up on the step longer than he had anticipated, and subsequently struck the lakeshore, and a moored and unoccupied Cessna 185. The pilot said that there were no preaccident mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the takeoff run. A factor associated with the accident was glassy water conditions.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings
1. (F) TERRAIN CONDITION - WATER,GLASSY
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings
3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On October 7, 2000, about 1830 Alaska daylight time, a float equipped Cessna 180 airplane, N9306C, sustained substantial damage during takeoff from the Lake Hood Sea Plane Base, Anchorage, Alaska. The certificated commercial pilot, and the one pilot-rated passenger aboard, were not injured. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed, and no flight plan was filed.

During an on-scene interview with the National Transportation Safety Board investigator-in-charge on October 7, the pilot reported that as he started a southeasterly takeoff run, using the southeast water lane, the airplane's acceleration seemed slower than normal due to glassy water conditions. He said that as he neared the end of the water lane, just before the airplane became airborne, he elected to abort the takeoff run. He said that after he closed the throttle, the airplane stayed up on the step longer than he had anticipated, and subsequently struck the lakeshore, and a moored and unoccupied Cessna 185, N61473.

The airplane sustained substantial damage to the left wing and fuselage.

The pilot said that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	39,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:**	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	January 8, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	2259 hours (Total, all aircraft), 294 hours (Total, this make and model), 2130 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9306C
Model/Series:	180 180	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	31704
Landing Gear Type:	Float	**Seats:**	4
Date/Type of Last Inspection:	July 14, 2000 Annual	**Certified Max Gross Wt.:**	2820 lbs
Time Since Last Inspection:	34 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3871 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	O-470-50
Registered Owner:	CARROLL R. RANEY	**Rated Power:**	260 Horsepower
Operator:	KENT D. PETERSON	**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:	PAN ,144 ft msl	**Distance from Accident Site:**	
Observation Time:	18:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	28 inches Hg	**Temperature/Dew Point:**	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LHD)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	18:30 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	LAKE HOOD SEAPLANE LHD	**Runway Surface Type:**	Water
Airport Elevation:	71 ft msl	**Runway Surface Condition:**	Water-glassy
Runway Used:	16	**IFR Approach:**	None
Runway Length/Width:	1930 ft / 200 ft	**VFR Approach/Landing:**	None

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:**	61.15979,-149.989654(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	JAMES A WARNIERS (FAA); ANCHORAGE , AK
Original Publish Date:	July 10, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50488