



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC01LA005
<b>Date &amp; Time:</b>	October 7, 2000, 18:10 Local	<b>Registration:</b>	N9306C
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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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

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 8, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Airport Information

<b>Airport:</b>	LAKE HOOD SEAPLANE LHD	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	71 ft msl	<b>Runway Surface Condition:</b>	Water-glassy
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1930 ft / 200 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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.15979,-149.989654(est)

## Administrative Information

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

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](#).