



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC89FA075
<b>Date &amp; Time:</b>	May 22, 1989, 15:53 Local	<b>Registration:</b>	N9949N
<b>Aircraft:</b>	CESSNA 180J	<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

THE AIRLINE TRANSPORT CERTIFICATED PILOT WAS ATTEMPTING TO TAKE OFF FROM A 3,500' LAKE AT GROSS WEIGHT IN A FLOAT EQUIPPED CESSNA 180 AIRPLANE. THE PILOT WAS UNABLE TO BECOME AIRBORNE ON THE FIRST TAKE OFF ATTEMPT. HIS SECOND ATTEMPT WAS SUCCESSFUL, BUT HE BECAME AIRBORNE LATE IN THE TAKE OFF RUN AND COLLIDED WITH TREES ON THE SHORE LINE, NARROWLY MISSING TWO HOUSES. THE PILOT WAS NOT RATED FOR, AND HAD TAKEN NO FORMAL INSTRUCTION IN, SEAPLANE OPERATIONS PRIOR TO THE ACCIDENT FLIGHT. A LOCAL PILOT/WITNESS SAID THAT HE WATCHED THE TAKE OFF AND SAW WHAT HE DESCRIBED AS OBVIOUSLY POOR TECHNIQUE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT-IN-COMMAND'S POOR JUDGEMENT, AND HIS LACK OF INITIAL TRAINING (NONE) IN SEAPLANE OPERATIONS.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND

2. (C) INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (F) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
6. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 1, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4423 hours (Total, all aircraft), 270 hours (Total, this make and model), 4344 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9949N
<b>Model/Series:</b>	180J 180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052604
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 18, 1988 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	37 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5898 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470R
<b>Registered Owner:</b>	COLSON, KEVIN A	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	COLSON, KEVIN A.	<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>	ANC ,144 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	305°
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	90 miles
<b>Lowest Ceiling:</b>	Broken / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:53 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SAND LAKE NONE	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	230 ft msl	<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>	61.160289,-149.990417(est)

## Administrative Information

**Investigator In Charge (IIC):** La belle, James

**Additional Participating Persons:**

**Original Publish Date:** March 29, 1991

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5108>

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