



Aviation Investigation Final Report

Location:	WASILLA, Alaska	Accident Number:	ANC89LA001
Date & Time:	October 1, 1988, 20:25 Local	Registration:	N420SB
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DRG ARRIVAL TO LAND ON A LAKE AT NIGHT, THE PLT BEGAN A 180 DEG TURN FROM A NE HEADING AT APRX 500' AGL TO A FINAL APCH ON A SW HEADING. AS THE ACFT WAS IN THE TURN, IT BEGAN LOSING ALTITUDE RAPIDLY. THE PLT APPLIED POWER TO STOP THE DESCENT, BUT THE ACFT STRUCK TREES AT THE EDGE OF THE LAKE. THE PLT SAID THE ACFT'S FORWARD MOTION HAD BEEN NEARLY STOPPED BY THE TREES BY THE TIME IT DROPPED & CAME TO REST AT THE EDGE OF THE LAKE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

- 6. (F) OBJECT - TREE(S)
- 7. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 10, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2544 hours (Total, all aircraft), 1100 hours (Total, this make and model), 2540 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N420SB
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052313
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	March 3, 1988 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	77 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3337 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	BOBBY GRAHAM	Rated Power:	230 Horsepower
Operator:	GRAHAM, BOBBY	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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE ILIAMNA , AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: July 3, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5132>

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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](#).