



Aviation Investigation Final Report

Location:	GREEN ISLAND, Alaska	Accident Number:	ANC89LA077
Date & Time:	May 23, 1989, 09:40 Local	Registration:	N9944V
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE FLOAT EQUIPPED CESSNA 180 AIRPLANE FLIPPED OVER WHILE LANDING NEAR GREEN ISLAND, AK. THE AIR TAXI PILOT WAS FLYING TWO BOAT CREW MEMBERS TO THEIR BOATS ON AN UNSCHEDULED CHARTER FLIGHT. WITNESSES STATED THAT THE AIRPLANE APPEARED TO BE FLARING TO LAND, WHEN IT ENTERED A SLIGHT LEFT TURN & THE LEFT FLOAT 'DUG INTO' THE WATER. THE PILOT BELIEVED THE AIRPLANE MAY HAVE ENCOUNTERED A BOAT'S WAKE THAT HE DID NOT SEE BEFORE THE ENCOUNTER. A CREW MEMBER FROM A NEARBY BOAT DOVE INTO THE WATER AND HELPED THE PILOT AND PASSENGERS ESCAPE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO SELECT A SUITABLE LANDING AREA. FACTORS RELATED TO THE ACCIDENT WERE: ROUGH WATER CONDITIONS, AND THE PILOT'S LACK OF EXPERIENCE IN THIS MAKE AND MODEL OF AIRCRAFT.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 30, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1350 hours (Total, all aircraft), 3 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9944V
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	51798
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 17, 1989 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	CORDOVA AIR SERVICE	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ORDA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORDOVA CITY , AK (CKU)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: June 28, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5187>

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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](#).