



Aviation Investigation Final Report

Location:	BIG LAKE, Alaska	Accident Number:	ANC01LA148
Date & Time:	September 5, 2001, 14:30 Local	Registration:	N74806
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial certificated pilot was in cruise flight about 800 feet agl in a float-equipped airplane, when the engine began to lose power. The pilot reported that he switched the fuel tank selector from the right tank to the "BOTH" position, and the engine continued to run for about another two minutes. He said he did not apply any carburetor heat, and the engine again lost power. The pilot selected a forced landing area on a small, marshy lake. After landing, he noticed leading edge damage on the left horizontal stabilizer. He said the damage appeared to be the result of striking a tree limb during the emergency landing. The pilot, who is also a certificated mechanic, said he replaced the entire leading edge of the stabilizer. The pilot said that after the emergency landing, he did not find any obvious engine problem. The wing fuel tanks contained about 1.5 to 2 inches of fuel, and the fuel screens and the fuel tank sumps were clean. He said he suspected carburetor icing, or water in the fuel, as the engine problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during cruise flight for an undetermined reason.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

Factual Information

On September 5, 2001, about 1430 Alaska daylight time, a float-equipped Cessna 180 airplane, N74806, sustained substantial damage during a forced landing at Big Lake, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The commercial certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated from Lake Clark, Alaska, about 1300.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 28, 2001, the pilot reported that he was in cruise flight about 800 feet agl, when the engine began to lose power. He said he switched the fuel tank selector from the right tank to the "BOTH" position, and the engine continued to run for about another two minutes. He said he did not apply any carburetor heat, and the engine again lost power. The pilot selected a forced landing area on a small, marshy lake, known as "Donna's Pond." After landing, he noticed leading edge damage on the left horizontal stabilizer. He said the damage appeared to be the result of striking a tree limb during the emergency landing. The pilot, who is also a certificated mechanic, said he replaced the entire leading edge of the stabilizer.

The pilot said that after the emergency landing, he did not find any obvious engine problem. The wing fuel tanks contained about 1.5 to 2 inches of fuel, and the fuel screens and the fuel tank sumps were clean. He said he suspected carburetor icing, or water in the fuel, as the engine problem.

The pilot reported the weather conditions included calm wind, scattered sky conditions about 3,000 feet, a visibility of 8 to 10 miles, and the temperature was about 60 degrees F. Rain showers were in the area around Lake Clark, but in the area of the emergency landing, no rain was falling.

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 12, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 3, 2000
Flight Time:	1500 hours (Total, all aircraft), 200 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N74806
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50335
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 2, 2001 Annual	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	CHESTER A. MEDER	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None

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 / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE CLARK, AK	Type of Flight Plan Filed:	None
Destination:	WASILLA, AK (OAK1)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

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:	61.533332,-149.800003

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	SILVIA VILLA; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
Original Publish Date:	June 3, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53527

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