



Aviation Investigation Final Report

Location:	TELIDA, Alaska	Accident Number:	ANC91LA148
Date & Time:	September 16, 1991, 13:45 Local	Registration:	N9640B
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT BECAUSE OF STRONGER THAN ANTICIPATED ENROUTE WINDS, HE BECAME DISORIENTED. HE RADIOED THE FSS THAT HE WAS DISORIENTED AND LOW ON FUEL, AND REQUESTED ADF STEER TO AN AIRPORT. HE WAS MISTAKENLY GIVEN A HEADING THAT TOOK HIM FURTHER AWAY FROM HIS DESTINATION RATHER THAN TOWARDS IT. DESPITE NUMEROUS ATTEMPTS, THE FSS SPECIALIST WAS UNABLE TO CONTACT THE PILOT AGAIN TO CORRECT THE ERROR. ABOUT 43 MINUTES LATER, WITH HIS FUEL ALMOST EXHAUSTED, HE LANDED AT A SMALL AIRSTRIP ABOUT 70 MILES NORTHEAST OF HIS DESTINATION. DURING LANDING, HE EXPERIENCED AN ESTIMATED 35 KNOT CROSSWIND, LOST DIRECTIONAL CONTROL, AND GROUND LOOPED THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT GETTING DISORIENTED DURING FLIGHT DUE TO HIS INATTENTIVENESS, THE AIRPLANE'S LOW FUEL LEVEL, THE FSS SPECIALIST'S GIVING THE PILOT AN INCORRECT HEADING TO FLY, POOR RADIO COMMUNICATIONS BETWEEN THE FSS AND THE PILOT, THE STRONG CROSSWIND, AND THE AIRPLANE'S LANDING PERFORMANCE CAPABILITY BEING EXCEEDED.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND
3. (F) DF STEER - IMPROPER - FAA(AIRWAYS FACILITY PERSONNEL)
4. AIR/GROUND COMMUNICATIONS - POOR

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

5. (F) WEATHER CONDITION - CROSSWIND
6. DIRECTIONAL CONTROL - NOT POSSIBLE - UNDETERMINED
7. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 22, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	360 hours (Total, all aircraft), 194 hours (Total, this make and model), 212 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9640B
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32937
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 7, 1991 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3520 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	PATRICK S. TWOHY	Rated Power:	230 Horsepower
Operator:	PATRICK S. TWOHY	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	30 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DAHL CREEK , AK (DCK)	Type of Flight Plan Filed:	VFR
Destination:	MCGRATH , AK (MCG)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TELIDA AK52	Runway Surface Type:	Dirt
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1100 ft / 30 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	55.920894,-159.48912(est)

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: NONE; ANCHORAGE , AK

Original Publish Date: May 27, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5621>

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