



# Aviation Investigation Final Report

<b>Location:</b>	Kasiloff, Alaska	<b>Accident Number:</b>	ANC04LA106
<b>Date &amp; Time:</b>	September 11, 2004, 20:15 Local	<b>Registration:</b>	N5304D
<b>Aircraft:</b>	Cessna 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot reported he was flying his single engine float-equipped airplane at low level in carburetor icing conditions with the carburetor heat approximately 60% "on." He said he applied power to climb, but the engine would not initially respond, and then ran rough. He applied all the carburetor heat, but the engine "choked" and lost more power. He made a forced landing in a nearby swamp, and the airplane nosed over. After the airplane was removed from the swamp, the pilot said the airplane's engine started and ran fine. The pilot noted in his report to the NTSB that the accident could have been prevented by the early detection of carburetor ice, and application of carburetor heat.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of the carburetor heat control which resulted in carburetor ice and the loss of engine power. A factor associated with the accident was the carburetor icing conditions.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

- 2. (C) FUEL SYSTEM, CARBURETOR - ICE
- 3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

Findings

- 4. TERRAIN CONDITION - SWAMPY

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Occurrence #4: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

## Factual Information

On September 11, 2004, about 2015 Alaska daylight time, a float-equipped Cessna 180A airplane, N5304D, sustained substantial damage during an emergency landing when it collided with terrain and nosed over following a partial loss of engine power. The accident site is near Windy Lake, about 22 miles east of Kasiloff, Alaska. The private pilot/airplane owner, and the sole passenger, were not injured. The local, 14 CFR Part 91 personal flight originated about 1800 from the pilot's residence, and operated in visual meteorological conditions without a flight plan.

In the pilot's written statement to the NTSB dated September 16, he reported that the purpose of the flight was to look for potential moose hunting sites. He related that he initiated a low pass over a lake to see if it was suitable for landing. During the low pass, he noted that the carburetor heat was about 60% "on." After deciding the lake had potential as a landing site, he applied power to gain altitude, but the engine did not respond, and then it ran rough. He suspected carburetor ice, and pulled the carburetor heat control full on. At that point, the engine "choked," and started to die. The pilot indicated that they were then about 2 miles from the lake, about 200 feet above the ground. He did not believe he could return to the lake for a forced landing, and elected to land in a nearby swamp. While landing, the airplane's floats dug into the soft terrain, and the airplane nosed over, receiving structural damage to the vertical stabilizer and wing spars. The pilot said there were no preimpact mechanical problems with the airplane, and that the loss of engine power was due to carburetor ice. He noted that once the airplane was recovered from the swamp, the engine started and ran fine.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 27, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	July 15, 2004
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 400 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5304D
<b>Model/Series:</b>	180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	180-50202
<b>Landing Gear Type:</b>	Tailwheel; Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2004 Annual	<b>Certified Max Gross Wt.:</b>	2820 lbs
<b>Time Since Last Inspection:</b>	54 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6936 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	Steve W. Bilben	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kasiloff, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	60.333332,-150.5

## Administrative Information

**Investigator In Charge (IIC):** LaBelle, James

**Additional Participating Persons:** Jack Devlin; FAA, Anchorage Flight Standards District Office; Anchorage, AK

**Original Publish Date:** June 8, 2005

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=60114>

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