



Aviation Investigation Final Report

Location:	MANLEY HOT SPRI, Alaska	Accident Number:	ANC82DAA10
Date & Time:	July 30, 1982, 21:00 Local	Registration:	N9749B
Aircraft:	CESSNA 180A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE WEATHER AT THE DEPARTURE POINT WAS 1500 FT BROKEN, VISIBILITY 20 MILES WIND FROM THE SOUTHWEST AT 5 TO 10 KTS. AFTER TAKING OFF IN A FLOAT PLANE, HE ELECTED TO FOLLOW A SLOUGH. AFTER TURNING A CORNER ABOUT 1 1/2 MILES FROM THE DEPARTURE POINT, HE FLEW INTO HEAVY RAIN SHOWERS. SINCE THERE WAS HILLY TERRAIN ADJACENT TO THE SLOUGH, HE ELECTED TO CONTINUE FOLLOWING IT RATHER THAN CLIMBING. HE STATED THAT HE INTENDED TO FLY LOW UNTIL HE HAD FLOWN THROUGH THE RAIN SHOWER. HOWEVER, HE THEN CAME TO A SHARP TURN IN THE SLOUGH AND ELECTED TO LAND. THE LANDING WAS NORMAL EXCEPT THAT THE AIRCRAFT WAS ABOUT 10 KTS FAST DURING TOUCHDOWN. THE PILOT WAS UNABLE TO SLOW THE AIRCRAFT ENOUGH TO PREVENT CONTACTING THE SHORELINE BANK.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - RAIN
 4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	39, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 20, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	15640 hours (Total, all aircraft), 303 hours (Total, this make and model), 12850 hours (Pilot In Command, all aircraft), 203 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9749B
Model/Series:	180A 180A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	50047
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3750 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	NORMAN LEE	Rated Power:	265 Horsepower
Operator:	NORMAN LEE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	MANLEY HOT SPRI, AK	Type of Flight Plan Filed:	Unknown
Destination:	MANLEY HOT SPRI, AK	Type of Clearance:	
Departure Time:	21:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 30, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71565>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).