



# Aviation Investigation Final Report

<b>Location:</b>	Igiugig, Alaska	<b>Accident Number:</b>	ANC11CA083
<b>Date &amp; Time:</b>	August 19, 2011, 18:30 Local	<b>Registration:</b>	N26CZ
<b>Aircraft:</b>	Cessna 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot reported that he was taking off in variable wind conditions from a pond in his float-equipped airplane. He stated that, shortly after takeoff, the wind shifted and the airplane began a descent that he was unable to stop. The airplane passed the shoreline and descended onto the ground, where it nosed over and sustained substantial damage to the wings and fuselage. The pilot indicated that there were no mechanical problems with the airplane prior to the accident and that he should have waited for a more favorable wind.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to take off in a variable wind, resulting in a shallow climb and collision with terrain.

## Findings

<b>Environmental issues</b>	Variable wind - Contributed to outcome
<b>Aircraft</b>	Takeoff distance - Capability exceeded
<b>Personnel issues</b>	Weather planning - Pilot

## Factual Information

### History of Flight

<b>Initial climb</b>	Other weather encounter
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)
<b>Landing-flare/touchdown</b>	Nose over/nose down (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 23, 2011
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 8, 2011
<b>Flight Time:</b>	5474 hours (Total, all aircraft), 1067 hours (Total, this make and model), 5382 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N26CZ
<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>	32859
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2011 Annual	<b>Certified Max Gross Wt.:</b>	2820 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10803 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	WAITMAN BRADLEY J	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	WAITMAN BRADLEY J	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Igiugig Lodge, LLC	<b>Operator Designator Code:</b>	

## 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>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	Light - None - Haze		
<b>Departure Point:</b>	Igiugig, AK	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Igiugig, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	59.343334,-155.868606

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Kim McCartney; FAA FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	November 3, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=81556">https://data.nts.gov/Docket?ProjectID=81556</a>

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](#).