



National Transportation Safety Board Aviation Accident Final Report

Location:	CORDOVA, AK	Accident Number:	ANC84LA164
Date & Time:	09/01/1984, 1430 AKD	Registration:	N3467Y
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACCORDING TO THE PLT, HE CIRCLED THE LANDING AREA & THEN BEGAN A LOW PASS (UPWIND LEG) AT 30 TO 40 FT AGL WHEN THE ACFT STARTED TO SETTLE. HE APPLIED FULL POWER, BUT THE ACFT STRUCK THE GROUND IN A LEVEL ATTITUDE & ROLLED TO A STOP IN A BOULDER PATCH. DURING THE OCCURRENCE, THE LEFT ELEVATOR & THE TAIL WHEEL ASSEMBLY WERE DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 090 DEG AT 20 PLUS KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - INITIATED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - ROUGH/UNEVEN
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/22/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 340 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3467Y
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18051967
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	350 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3000 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	WALTER W. CROW	Rated Power:	230 hp
Operator:	WALTER W. CROW	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C / -1° C
Precipitation and Obscuration:			
Departure Point:	CORDOVA, AK (CKU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).