



National Transportation Safety Board Aviation Accident Data Summary

Location:	PALMER, AK	Accident Number:	ANC83LA065
Date & Time:	04/02/1983, 1240 AST	Registration:	N2345C
Aircraft:	CESSNA 180	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PLT'S ACCIDENT REPORT, HE HAD CLIMBED TO 3200 FT, PULLED THE THROTTLE FULL BACK TO DESCEND, THEN THE ENG STOPPED. HE STATED THAT HE TRIED TO START THE ENG, BUT WAS UNABLE, SO HE LANDED STRAIGHT AHEAD IN TREES. THE ACFT WAS DESTROYED DURING IMPACT WITH THE TREES. WITNESSES REPORTED THAT BOTH OCCUPANTS OF THE ACFT APPEARED TO BE INTOXICATED, WERE DRINKING WHILE THE ACFT WAS BEING REFUELED, AND HAD MADE A 100 DOLLAR WAGER THAT THE PLT COULD GLIDE THE ACFT FROM PIONEER PEAK TO FINGER LAKE WITH THE ENG SHUT OFF. ONE WITNESS OBSERVED THE ACFT WITH BINOCULARS & SAW THAT THE ENG WAS STOPPED. ACCORDING TO HIM, THE ENG HAD NOT BEEN STARTED BY THE TIME THE ACFT WENT OUT OF SIGHT BEHIND TREES. MEDICAL PERSONNEL REPORTED THAT AT THE CRASH SITE, THE PLT APPEARED INTOXICATED, HOSTILE & UNCOOPERATIVE. A BLOOD SAMPLE TAKEN ABOUT 2 1/2 HRS AFTER THE ACCIDENT WAS FOUND TO HAVE AN ALCOHOL LEVEL OF 0.204.

Probable Cause

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	1013 hours (Total, all aircraft), 523 hours (Total, this make and model), 519 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2345C
Model/Series:	180 180	Engines:	1 Reciprocating
Operator:	THOMAS W. SCHIEFER	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-18° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	WASILLA, AK (Z16)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Adopted 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.