



# Aviation Investigation Final Report

<b>Location:</b>	Yakutat, Alaska	<b>Accident Number:</b>	GAA18CA572
<b>Date &amp; Time:</b>	September 2, 2018, 13:30 Local	<b>Registration:</b>	N95EA
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, while on step during takeoff from an ocean bay and as she turned the float-equipped airplane into the wind, the left wing and float raised. The right wing impacted the water, and the airplane pivoted about 90° clockwise before coming to rest partially submerged on its left side.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A video of the takeoff taken from the shore showed the airplane making a sweeping left turn on the step. Wind indications in the video showed the wind coming from the airplane's left. The left turn tightens as the airplane turns into the wind, the left wing and float lift, and the right wing then strikes the water.

The automated weather observation system about 4 nautical miles from the accident site reported that, about the time of the accident, the wind was from 330° at 8 knots. The pilot was departing to the northwest.

The pilot reported that the wind at the accident site was light and variable at 0 to 5 knots.

## Probable Cause and Findings

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

The pilot's failure to maintain lateral control of the airplane during a step-turn takeoff.

## Findings

<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	53,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	June 9, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 17, 2017
Flight Time:	(Estimated) 16000 hours (Total, all aircraft), 300 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N95EA
<b>Model/Series:</b>	180 H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052052
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6978 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-470R
<b>Registered Owner:</b>		<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<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>	PAYA, 31 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	147°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Yakutat, AK (2Y3 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Cordova, AK (CKU )	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Yakutat 2Y3	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	NW	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7500 ft / 2000 ft	<b>VFR Approach/Landing:</b>	None

## 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>	59.566112,-139.740829(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Marcus Roulet; FAA; Juneau, AK
<b>Original Publish Date:</b>	March 18, 2019
<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=98390">https://data.nts.gov/Docket?ProjectID=98390</a>

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