



Beechcraft

BY TEXTRON AVIATION

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1957	Make: Cessna	Model: 180A
	Serial number: 50026		Registration: N9728B
Location: Skwentna, AK		Date: 09-25-22	Time: 1300 AKDT
Aircraft Owner		Aircraft Operator	
Janell D Lowery [REDACTED] Anchorage, AK 99503-5774		Same as Aircraft Owner	
Report Information			
Senior Air Safety Investigator: Jennifer D. Barclay		Report #: ASI-22-CI-T	Report date: 04-03-23

Airframe

Impact Sequence and Airframe Structure

During a reported takeoff attempt, the right wingtip contacted the water and the aircraft cartwheeled causing the floats to spread, separating the left float before the aircraft came to rest inverted and submerged under water. The right wing sustained substantial impact damage to the leading edge from the wing tip to approximately Wing Station (WS) 136. The forward spar was forced aft, and the lower wing skin buckled upward. The right wingtip was not observed. Most of the right aileron remained attached except for an approximately 18" outboard section which was separated and not observed. The left wing separated at the aft attach point and remained attached at the forward attach point. The wing was partially submerged in water and appeared intact. The empennage sustained crush damage aft of the baggage door around the circumference of the aircraft and separated from the fuselage at Fuselage Station (FS) 108. The left elevator torque tube separated, and the rivets exhibited shear overload signatures. The left elevator remained attached at the outboard attach point. The left float, its struts and the aft spreader bar separated from the aircraft and were located approximately 175 yards northeast of the main wreckage. The right float, its struts and the forward spreader bar separated from the aircraft but remained attached by the flying wires. The right float exhibited a separation of the outboard hull approximately 18" forward of the step. No evidence of impact with a foreign object was noted. Both floats exhibited extensive corrosion and evidence of multiple repairs.



Photo courtesy of dive team



Right float hull separation, NTSB Photograph



Repair to the hull of the right float, ASI-22-CI-072

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: See below	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: 0°	Flap handle: 0°	Flap actuator: Not applicable
Elevator trim:	Indicator: Takeoff range	Actuator: Undt

Remarks:

Control cable continuity was established for all flight control surfaces from the cockpit to the control surface. Aileron continuity was established through tensile overload separations at the left wing root. The water rudder handle was in the Up position; the water rudders were in the down position, however, the cables exhibited tensile overload signatures. The manual flaps were retracted.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Undetermined	Fuel strainer bowl: Undetermined	
Main fuel tank gauge:	Left: 0	Right: 0
Fuel selector handle: Both	Fuel selector valve: Undetermined	

Remarks:

The fuel system was not examined due to the position of the wreckage.

Landing Gear System Condition and Controls			
Gear position:	Nose: Not applicable	Left: See below	Right: See below
Environmental System Controls and Read Outs			
Cabin heater: Off	Cabin vent: Off	Defrost: Not applicable	
Air conditioner: Not applicable	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? No	
Pitot heat: Off		Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Sharc 7	Model: 7H-2-201	Type: AF/AP/P
Serial number: 136996	Battery due date: 08-24	Armed: Yes	Activated: Undetermined

Remarks:

The aircraft was equipped with STC-installed EDO model 249-2870 straight floats.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	3-Point	See below	Cut by first responders	Non-OEM	Yes
2	No	3-Point	N/A	Intact	Non-OEM	No
3	S/B	2-Point	N/A	Intact	Non-OEM	Not applicable
4	S/B	2-Point	N/A	Intact	Non-OEM	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	Yes	No	Yes
2	Forward facing	Yes	Yes	Yes	Yes
3	Forward facing	See below	See below	See below	See below
4	Forward facing	See below	See below	See below	See below

Remarks:

The pilot was utilizing the lap belt portion of the three-point restraint, shoulder harness usage was undetermined. The rear seats were not installed at the time of the accident. The left rear post of the pilot's seat base was fractured.



Cabin overview, ASI-22-CI-068

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: None			
Suction gage: 0		Magnetic compass: Undt		Clock: 11:11			
	Left side				Left side		
Airspeed:	~75			Turn coordinator (airplane):	Right		
Attitude (pitch):	Inverted			Turn coordinator (ball):	Left		
Attitude (roll):	Undt			Heading indicator:	075		
Altimeter:	~1,800'			Heading "bug":	Undt		
Altimeter setting:	Undt			Vertical speed indicator:	2,100' Down		
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undt	Undt	Undt	Com 2:	N/A	N/A	N/A
Nav 1:	Undt	Undt	Undt	Nav 2:	N/A	N/A	A
Obs 1:	N/A			Obs 2:	N/A		
Transponder:	Mode: Undt		Active code: Undt		Stand-by code: Undt		
Electrical Switch Positions							
Master battery: On		Master alternator: On		Avionics 1: On			
Lighting Switch Positions							
Navigation: Off		Rotating Beacon: On		Landing: On			
Taxi: Off		Strobe: On		Instrument: Not applicable			
Ignition Switch Position							
Key: Both							

Remarks:

The instrument panel was partially submerged in water distorting some of the indications and preventing the documentation of others.

Powerplant Description

Engine Instruments						
Hour meter: Undt	Tach RPM: 0	Tach hours: 0497.3	Manifold press: 31			
Oil press: 0	Oil temp: 0	EGT: Digital	CHT: 0			
Fuel press: N/A	Fuel flow: N/A	Ammeter: 0				
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle:	1" from idle	Undt	Cowl flaps:	Open	Undt	
Mixture:	Rich	Undt	Carburetor heat:	On	Undt	
Propeller:	Full forward	Undt	Primer:	Closed & locked		
Engine Condition						
Engine attached to airframe: Yes			Propeller attached to engine: Yes			
Engine compression: Undetermined			Valve train continuity: Undetermined			
Vacuum pump drive shaft: Undetermined						
Engine Fuel System Condition						
Fuel pump drive shaft: Not applicable			Carburetor inlet screen: Undetermined			
Magnetos Condition						
Left magneto attached: Undetermined			Right magneto attached: Undetermined			
Left magneto spark: Undetermined			Right magneto spark: Undetermined			
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined
Bottom	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined

Remarks:

The engine was partially submerged in water and not examined due to the position of the wreckage.

Propeller

The propeller remained attached to the engine. One blade was curled aft at the tip and split spanwise approximately 1". The second blade was bent aft at midspan. Damage consistent with propeller strikes was noted on the inboard portion of the right float.



Propeller strike damage, ASI-22-CI-070

Research & Testing

No additional research or testing was planned at the time of this writing.