



Aviation Investigation Factual Report

Location:	MARSHALL, Alaska	Accident Number:	ANC97FA009
Date & Time:	November 30, 1996, 12:00 Local	Registration:	N93829
Aircraft:	Cessna 185	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Factual Information

HISTORY OF FLIGHT

On November 30, 1996, about 1200 Alaska standard time, a wheel equipped Cessna 185 airplane, registered to and operated by Hageland Aviation Services of St. Marys, Alaska, crashed near Marshall, Alaska. The airplane, operating under 14 CFR Part 135 for the purpose of conducting a moose survey, departed Bethel, Alaska, at 1027, on a company visual flight rules flight plan. The destination was Emmonak, Alaska. Visual meteorological conditions prevailed. The certificated airline transport pilot and the passenger received fatal injuries. The airplane was destroyed.

According to Hageland Aviation's Chief Pilot, the accident airplane was chartered by the State of Alaska for the purpose of conducting a moose survey between Russian Mission, Alaska, and Marshall. The passenger was a wildlife biologist for the State of Alaska. The airplane departed Bethel, and was scheduled to stop at Emmonak for fuel. The airplane never arrived. Examination of the airplane showed that the tachometer on the airplane operated 1.6 hours since the airplane's departure from Bethel.

The airplane was located near the Yukon River, at geographic coordinates 61 degrees, 37.26 minutes north, and 162 degrees, 00.79 minutes west. The terrain was flat and tree covered, and there were numerous areas on the ground consistent with moose beds. The airplane was located in a near vertical position with the nose buried in the ground.

WITNESSES

There are no known witnesses to the accident.

DAMAGE TO THE AIRCRAFT

The airplane was destroyed beyond economical repair. The airplane's instrument panel and forward cockpit section was folded over the rear of the engine. The floor of the cockpit was compressed against the engine. The wings of the airplane remained attached to the cabin roof and the back of the engine aligned with the main spar. The wings were resting vertically on the ground, leading edge down. The main landing gear and wheels remained attached to the fuselage, and both wing struts remained attached to the fuselage and wings. The leading edges of both wings were crushed rearward along the chord line. There was no evidence of pre or post impact fire.

WRECKAGE AND IMPACT INFORMATION

The airplane crashed in a wooded area. The trees were between 50 and 75 feet in height. The terrain was level and was located on a large island/bar on the Yukon River. The area was covered with snow ranging in depth from 3 inches to 3 feet.

The airplane came to rest with the engine compartment resting in a crater. The nose of the airplane was pointing 087 degrees. This was determined by the location of the tail in relation to the engine.

The major components of the airplane were accounted for at the accident site. Flight control continuity was established up to the cockpit floor where the floor was crushed and the cables could no longer be traced.

The propeller blade remained attached to the front of the engine and only one blade could be seen. Surrounding the accident site were numerous branches ranging up to 2 inches in diameter that were cut at an angle. The length of the branches varied from 12 inches to 24 inches.

Examination of the trees in the area showed that the only trees that showed signs of branch breakage or tree trunk skinning were the three trees directly near the left and right wings of the airplane.

TEST AND RESEARCH

The engine was removed from the accident site and shipped to Sea Air Incorporated of Anchorage, Alaska, for further inspection. No evidence of any preimpact mechanical anomalies were noted during the inspection. The engine was badly damaged due to impact.

Pilot Information

Certificate:	Airline transport	Age:	46,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 22, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 224 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N93829
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503254
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	November 13, 1996 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10013 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D24N
Registered Owner:	GUSSIC VENTURES	Rated Power:	300 Horsepower
Operator:	HAGELAND AVIATION SERVICES IN.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EPUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 4700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-32°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BETHEL (BET)	Type of Flight Plan Filed:	Company VFR
Destination:	EMMONAK (ENM)	Type of Clearance:	None
Departure Time:	10:27 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	61.920536,-162.290695(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons: GERALD MARTELLI; ANCHORAGE , AK

Report Date: September 27, 1997

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=2928>

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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](#).