



Aviation Investigation Final Report

Location:	Dillingham, Alaska	Accident Number:	ANC21LA050
Date & Time:	June 27, 2021, 17:00 Local	Registration:	N8216J
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The pilot reported that, just after takeoff from the narrow brush lined airstrip, he encountered a wind gust which pushed the airplane to the left. The left wing struck the brush and the airplane spun around and impacted terrain sustaining substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

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 directional control during takeoff in gusting wind conditions which resulted in a loss of control and impact with terrain.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 8, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 7, 2019
Flight Time:	1907 hours (Total, all aircraft), 1267 hours (Total, this make and model), 1826 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8216J
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502864
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	May 15, 2021 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated	Engine Model/Series:	IO 520 D
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAJZ,270 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	121°
Lowest Cloud Condition:		Visibility	6 miles
Lowest Ceiling:	Overcast / 3700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	14°C / 8°C
Precipitation and Obscuration:	Moderate - None - Haze		
Departure Point:	Dillingham, AK	Type of Flight Plan Filed:	None
Destination:	Portage Creek , AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	NUSHAGAK AK21	Runway Surface Type:	Grass/turf
Airport Elevation:	40 ft msl	Runway Surface Condition:	Rough
Runway Used:	16/34	IFR Approach:	None
Runway Length/Width:	1000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	59.88313,-157.76075

Administrative Information

Investigator In Charge (IIC): Banning, David

Additional Participating Persons:

Original Publish Date: December 17, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=103416>

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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](#).