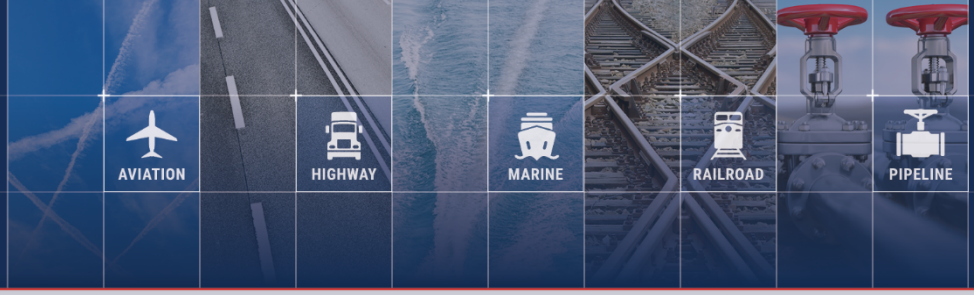

Aviation Investigation Final Report

Location:	ILIAMNA, Alaska	**Accident Number:**	ANC98LA064
Date & Time:	June 4, 1998, 20:10 Local	**Registration:**	N32663
Aircraft:	Cessna 185F	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The certificated commercial pilot stated the airplane was in cruise flight when the engine began to run rough, and lose power. The engine continued to lose power until altitude could no longer be maintained, and the pilot selected a hillside as an emergency landing site. During the emergency landing, the airplane's fuselage sustained substantial damage. On July 1, NTSB personnel performed an engine examination at Wick Air, Inc., Wasilla, Alaska. No preaccident engine anomalies were noted. On September 11, FAA personnel operated the engine on the airframe, and reported that the engine operated normally at idle power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A factor was the hilly terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

On June 4, 1998, about 2010 Alaska daylight time, a wheel equipped Cessna 185F airplane, N32663, sustained substantial damage during an emergency landing on a hillside, about 40 miles southeast of Iliamna, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo commercial pilot was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the King Salmon Airport, King Salmon, Alaska, at 1910.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge, on June 5, the pilot reported that while in cruise flight, the engine began to run rough, and lose power. The engine continued to lose power until altitude could no longer be maintained, and the pilot selected a hillside as an emergency landing site. During the emergency landing, the airplane's fuselage sustained substantial damage.

In his written statement to the NTSB, the pilot stated that weather conditions at the time of the accident consisted of: Wind, 090 degrees at 45 knots, with peak gusts to 50 knots; visibility, 2 statute miles with rain and fog; clouds, 1,500 feet overcast.

On July 1, NTSB personnel performed an engine examination at Wick Air, Inc., Wasilla, Alaska. No preaccident engine anomalies were noted.

On September 11, FAA personnel operated the engine on the airframe, and reported that the engine operated normally at idle power.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	49,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	March 30, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	11500 hours (Total, all aircraft), 5000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N32663
Model/Series:	185F 185F	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18502100
Landing Gear Type:	Tailwheel	**Seats:**	6
Date/Type of Last Inspection:	December 31, 1998 Annual	**Certified Max Gross Wt.:**	3350 lbs
Time Since Last Inspection:	50 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	5300 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, aided in locating accident	**Engine Model/Series:**	IO-520
Registered Owner:	CEIIL & CATHARINE SHUMAN	**Rated Power:**	300 Horsepower
Operator:		**Operating Certificate(s) Held:**	On-demand air taxi (135)
Operator Does Business As:	C AIR	**Operator Designator Code:**	UKHC

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**	3 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	45 knots / 50 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	90°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	7°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	KING SALMON , AK (AKN)	**Type of Flight Plan Filed:**	VFR
Destination:	BIRCHWOOD , AK (BCV)	**Type of Clearance:**	VFR
Departure Time:	19:10 Local	**Type of Airspace:**	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	59.849895,-154.560943(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	LAWRENCE L LYBARGER (FAA); ANCHORAGE , AK
Original Publish Date:	March 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3150