



Aviation Investigation Final Report

Location:	REFUGE COVE, Alaska	Accident Number:	SEA84LA120
Date & Time:	May 26, 1984, 16:10 Local	Registration:	N2231T
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED IN HIS REPORT ON FORM 6120.1 THAT THE ACFT WAS ON STEP DURING TAKEOFF WHEN THE ACFT BEGAN A ROLL TO THE RIGHT. THE RIGHT WING HIT THE WATER TWICE IN SPITE OF AILERON CONTROL INPUTS TO CORRECT IT. WITH THE APPLICATION OF RUDDER AND A POWER REDUCTION THE ACFT WAS BROUGHT UNDER CONTROL. AFTER DISREGARDING IDEAS OF A TAKEOFF THE ACFT WAS WATER TAXIED 35 MILES TO KETCHIKAN. THE MECHANIC WHO INSPECTED THE ACFT AFTER THE ACCIDENT SAID HE COULD SEE NO OBVIOUS MALFUNCTION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - ERRATIC
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) TERRAIN CONDITION - WATER, GLASSY
6. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 20, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	588 hours (Total, all aircraft), 29 hours (Total, this make and model), 477 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2231T
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1383
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 3, 1983 100 hour	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	JAMES E. BULLOCK	Rated Power:	300 Horsepower
Operator:	JAMES E BULLOCK JR	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTN	Distance from Accident Site:	
Observation Time:	15:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	REFUGE COVE , AK	Type of Flight Plan Filed:	VFR
Destination:	SHOAL COVE , AK (NONE)	Type of Clearance:	None
Departure Time:	15:26 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:	None

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:	55.610569,-131.580856(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39925>

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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](#).