



Aviation Investigation Final Report

Location:	NOATAK, Alaska	Accident Number:	ANC83FA095
Date & Time:	June 11, 1983, 10:00 Local	Registration:	N731CN
Aircraft:	CESSNA C-188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT COLLIDED WITH THE RUNWAY AT THE MID-POINT IN A 30 DEGREE NOSE LOW ATTITUDE DURING TAKEOFF. ACCORDING TO THE PILOT THE TAKEOFF WAS STARTED AT THE NORTH END OF THE 5000 FOOT RUNWAY AND AFTER 500 FEET THE ACFT LIFTED OFF NORMALLY. THE PILOT THEN RELAXED THE BACK PRESSURE ON THE ELEVATOR TO ACCELERATE TO BEST CLIMB SPEED. THE PILOT FURTHER STATED THAT AT THE MID-POINT OF THE RUNWAY THE ACFT BEGAN TO PITCH DOWN GENTLY SO HE APPLIED SOME NOSE UP TRIM BUT THE ACFT CONTINUED TO PITCH DOWN AND THE PILOT NOTICED THAT THE CONTROL STICK WOULD NOT MOVE ANY FARTHER AFT THAN THE NEUTRAL POSITION. THE ACFT CONTINUED TO PITCH DOWN UNTIL IT IMPACTED THE RUNWAY. AN INSPECTION OF THE ACFT REVEALED AN UNUSUAL AMOUNT OF TOOLS & PLYWOOD IN THE TAIL SECTION. NO ITEMS WERE FOUND LODGED SO AS TO INTERFER WITH THE FLT CONTROLS. ALL THE FLT CONTROLS HAD CONTINUITY BUT THE ELEVATOR CABLES HAD AN UNUSUAL AMOUNT OF SLACK BUT NOT ENOUGH TO MAKE THE ACFT UNCONTROLLABLE.

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 - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLT CONTROL SYST,ELEVATOR CONTROL - BLOCKED(PARTIAL)
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 18, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	19033 hours (Total, all aircraft), 5 hours (Total, this make and model), 19033 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731CN
Model/Series:	C-188 C-188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802792T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 5, 1983 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1464 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	NORTHWESTERN AVIATION	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KOTZEBUE (OTZ)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RED DOG	Runway Surface Type:	Dirt
Airport Elevation:	900 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	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:	67.570564,-163.000854(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4029>

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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](#).