



Aviation Investigation Final Report

Location:	RAMPART, Alaska	Accident Number:	ANC83FAA05
Date & Time:	March 23, 1983, 12:00 Local	Registration:	N9068G
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE RUNWAY WAS A 3000 FOOT GRAVEL STRIP COVERED WITH HARD PACKED SNOW AND SNOW BERMS ON BOTH SIDES. THE PILOT STATED HE BROKE GROUND ABOUT HALF WAY DOWN THE RUNWAY AT ABOUT 50 KTS AIRSPEED. AT ABOUT 40 FEET AGL, HE NOTICED HE WAS DRIFTING TOWARD 60 FOOT TREES ON THE RIGHT, SO HE BANKED TO THE LEFT AND INCREASED PITCH. THE LEFT WING DROPPED AND THE ACFT DESCENDED UNTIL IMPACT ON THE RUNWAY. THE ACFT CAME TO REST ABOUT 300 FEET FROM THE RUNWAY END. THE TWO FRONT SEAT OCCUPANTS RECEIVED SERIOUS INJURIES. A THIRD OCCUPANT SEATED IN THE REAR WAS NOT INJURED.

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) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND

5. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 9, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	150 hours (Total, all aircraft), 87 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9068G
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206G 03799
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	June 18, 1982 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2261 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-F
Registered Owner:	DAKOTA ENTERPRISES	Rated Power:	300 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	EUREKA , AK	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RAMPART RMP	Runway Surface Type:	Gravel
Airport Elevation:	275 ft msl	Runway Surface Condition:	Snow
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 None	Latitude, Longitude:	65.500419,-150.150726(est)

Administrative Information

Investigator In Charge (IIC): Parrottino, Richard

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4063>

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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](#).