



Aviation Investigation Final Report

Location:	NOME, Alaska	Accident Number:	ANC83LA073
Date & Time:	April 20, 1983, 20:38 Local	Registration:	N4757E
Aircraft:	CESSNA C-185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCRAFT STALLED AT LOW ALTITUDE AND CRASHED DURING TAKEOFF. THE PILOT STATED THAT 'DURING THE TAKEOFF ROLL THE LEFTSKI STUCK IN THE SNOW AND TURNED THE AIRCRAFT 45 DEGREES TO THE LEFT. INSTEAD OF STOPPING, I CONTINUED ON'. THE PILOT SAID THAT THE SKI HAD STUCK IN THE SNOW SEVERAL OTHER TIMES AND GROUND PERSONNEL USUALLY HELPED HIM PIVOT THE ACFT BACK IN THE DIRECTION OF TAKEOFF. THIS TIME, GROUND PERSONNEL DID NOT PARTICIPATE DUE TO THE LATE HOUR AND THE LONG DISTANCE TO THE ACFT. THE PILOT AFTER PIVOTING HIT A COUPLE OF SNOWDRIFTS BEFORE BECOMING AIRBORNE. HE STATED THAT HE HAD REACHED A MAXIMUM ALTITUDE OF ABOUT 50 FEET AT WHICH TIME THE WING STOPPED FLYING, THE ACFT ROLLED LEFT AND CRASHED. THE WIND WAS FROM THE WEST AT 10 KTS, GUSTING TO 15 KTS. THE PILOT WAS TAKING OFF TO THE SOUTH BEFORE THE 45 DEGREE PIVOT TO THE LEFT.

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) TERRAIN CONDITION - SNOW COVERED
 2. (F) WEATHER CONDITION - TAILWIND
 3. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 4. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		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-w/ waivers/lim	Last FAA Medical Exam:	February 24, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5730 hours (Total, all aircraft), 2500 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 255 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4757E
Model/Series:	C-185F C-185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503863
Landing Gear Type:	Tailwheel; Ski	Seats:	6
Date/Type of Last Inspection:	June 20, 1982 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2440 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-D
Registered Owner:	SEWARD PENINSULA FLYING SVC.	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 200 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	GRANITE MOUNT. , AK	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GRANITE	Runway Surface Type:	Snow
Airport Elevation:	400 ft msl	Runway Surface Condition:	Snow
Runway Used:	18	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:	64.709953,-164.619918(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4113>

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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](#).