



# Aviation Investigation Final Report

<b>Location:</b>	CHUGIAK, Alaska	<b>Accident Number:</b>	ANC84FA189
<b>Date &amp; Time:</b>	September 22, 1984, 08:30 Local	<b>Registration:</b>	N84490
<b>Aircraft:</b>	CESSNA 188	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

THE PLT STATED THE ACFT WAS COVERED WITH ICE BUT HE REMOVED THE MAJORITY OF IT BEFORE TAKING OFF. THE ACFT CONTAINED A 200 GAL LOAD OF FUEL IN THE HOPPER. THE PLT STATED THE ACFT ACCELERATED SLOWER THAN NORMAL AND THE TAKEOFF GROUND RUN WAS LONG. HE STATED THAT ONCE AIRBORNE THE ACFT WOULD NOT CLIMB. THE ACFT CONTACTED SEVERAL SMALL TREES THEN CRASHED IN A CLEARING IN A WOODED AREA. A THIN LAYER OF ICE WAS FOUND ON THE LEADING EDGES OF BOTH WINGS AND ON THE HORIZONTAL STABILIZER AFTER THE ACCIDENT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

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

Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 27, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 600 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N84490
<b>Model/Series:</b>	188 188	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	A188131986T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	July 15, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	18 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1340 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	G AND G CORP	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SKWENTNA , AK (SKW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BIRCHWOOD Z15	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	96 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.410686,-149.170013(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michelangelo, James
<b>Additional Participating Persons:</b>	DICK POWERS; ANCHORAGE , AK
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=4232">https://data.ntsb.gov/Docket?ProjectID=4232</a>

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