



Aviation Investigation Final Report

Location:	MCCARTHY, Alaska	Accident Number:	ANC84LA095
Date & Time:	June 13, 1984, 16:30 Local	Registration:	N714HP
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS EQUIPPED WITH A ROBERTSON STOL MODIFICATION. THE OWNER/STUDENT PLT STATED THAT WHEN HE WAS ON FINAL APCH TO LAND AT HIS PRIVATE STRIP, THE STALL WARNING HORN SOUNDED. AT THAT TIME, HE INCREASED POWER & THE ACFT TURNED SHARPLY TO THE LEFT & STRUCK TREES. THE AIRSTRIP WAS LOCATED IN A NARROW CANYON & WAS SUSCEPTIBLE TO GUSTY WINDS; HOWEVER, THE PLT REPORTED THE WIND WAS CALM. HE WAS NOT ENDORSED FOR FLT IN THIS MAKE & MODEL OF ACFT.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. INADEQUATE TRAINING - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 11, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 30 hours (Total, this make and model), 470 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N714HP
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504397
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	70 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	WALTER WIGGER	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:	GKN ,1578 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	16:30 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK (FAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MOTHER LODE	Runway Surface Type:	Gravel
Airport Elevation:	2700 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

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.nts.gov/Docket?ProjectID=4306>

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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](#).