



Aviation Investigation Final Report

Location:	CUTLER RIVER, Alaska	Accident Number:	ANC84LA153
Date & Time:	September 3, 1984, 13:00 Local	Registration:	N4839C
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE SPOTTING CARIBOU IN A DESCENT FROM 1500 FT MSL TO 1300 FT MSL, THE ENGINE LOST ALL POWER. THE PLT ATTEMPTED TO RESTART THE ENGINE WHILE FLYING TOWARD A LAKE FOR THE FORCED LANDING. HE STATED THAT BECAUSE OF THE LOW ALT AND AIRSPEED HE WAS UNABLE TO RESTART THE ENGINE OR REACH THE LAKE. THE ACFT CRASHED ON A GRAVEL BAR. DUE TO THE LOCATION OF THE ACCIDENT THE ACFT AND ENGINE COULD NOT BE RECOVERED FOR EXAMINATION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 6, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	494 hours (Total, all aircraft), 494 hours (Total, this make and model), 494 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4839C
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502607
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	April 12, 1984 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1796 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	CUKUBAU INC.	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	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KOBUK RIVER , AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt;Gravel;Water
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4352>

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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](#).