



Aviation Investigation Final Report

Location:	KVICHAK, Alaska	Accident Number:	ANC86LA112
Date & Time:	July 10, 1986, 12:00 Local	Registration:	N5159E
Aircraft:	CESSNA 180B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ATTEMPTED TO BECOME AIRBORNE WITHOUT SUFFICIENT AIRSPEED AFTER NOTICING THAT THERE WAS NOT ENOUGH RWY REMAINING TO COMPLETE THE TAKEOFF. THE ACFT MUSHED AND ONE OF THE MAIN GEARS CONTACTED A DIRT BANK. A LOSS OF DIRECTIONAL CONTROL RESULTED AND THE ACFT TRAVELED THROUGH AN AREA OF BRUSH.

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 - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. (C) ROTATION - PREMATURE - PILOT IN COMMAND
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

7. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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--no waivers/lim.	Last FAA Medical Exam:	May 31, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 3 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5159E
Model/Series:	180B 180B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50459
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1986 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3190 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	FREDERICK A. REYNOLDS	Rated Power:	230 Horsepower
Operator:	EDWARD G. BROCK	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	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KVICHAK , AK (9Z7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KVICHAK	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Soft
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1200 ft	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:	

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=4705>

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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](#).