



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | GEORGETOWN, Alaska | Accident Number: | ANC88LA090 |
| Date & Time: | July 11, 1988, 14:50 Local | Registration: | N4742E |
| Aircraft: | CESSNA A185F | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT STATED THAT HE ENCOUNTERED SEVERAL UP & DOWN DRAFTS PRIOR TO LNDG. AFTER LANDING AND TAXIING TOWARD SHORE, THE PILOT SAW THE SURFACE WATER ON THE RIVER BEING WHIPPED UP; THE PILOT ESTIMATED THE WIND TO BE 40 KNOTS OR MORE. THE AIRCRAFT BECAME AIRBORNE AND LANDED BACK IN THE RIVER INVERTED.

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: TAXI - FROM LANDING

Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - HIGH WIND
5. (C) WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
6. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------|
| Certificate: | Private | Age: | 32, 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--w/ waivers/lim | Last FAA Medical Exam: | April 29, 1987 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 2600 hours (Total, all aircraft), 800 hours (Total, this make and model), 2580 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N4742E |
| Model/Series: | A185F A185F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18503853 |
| Landing Gear Type: | Float | Seats: | 6 |
| Date/Type of Last Inspection: | June 30, 1988 100 hour | Certified Max Gross Wt.: | 3320 lbs |
| Time Since Last Inspection: | 25 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 905 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-520 |
| Registered Owner: | RTM CONSULTANTS, INC | Rated Power: | 300 Horsepower |
| Operator: | R & M CONSULTANTS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|------------------------|---|-------------|
| 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: | Unknown | Visibility | 50 miles |
| Lowest Ceiling: | Broken / 2000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 40 knots / 50 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 24°C / 21°C |
| Precipitation and Obscuration: | Moderate - None - Rain | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|-----------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date: April 14, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5033>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).