



Aviation Investigation Final Report

Location:	DILLINGHAM, Alaska	Accident Number:	ANC89LA112
Date & Time:	June 30, 1989, 18:05 Local	Registration:	N6305E
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT OF A FLOAT PLANE RPRTD THAT HE MADE A LOW PASS OVER A BEACH AT 100' AGL TO CHECK FOR A FUTURE WHEEL LANDING AREA. REPORTEDLY, THE ACFT ENCOUNTERED A DOWNDRAFT DRG THE LOW PASS THAT EXCEEDED ITS CLIMB CAPABILITY. SUBSEQUENTLY, IT IMPACTED ON THE BEACH AT AN AIRSPEED OF ABOUT 90 KTS & NOSED OVER. THE FRONT SEAT OCCUPANTS OF THE ACFT BELIEVED THAT USE OF THE SHOULDER HARNESSSES PROBABLY SAVED THEIR LIVES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT & A STRONG DOWNDRAFT.

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. (C) WEATHER CONDITION - DOWNDRAFT
 3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	May 1, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 4200 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 130 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6305E
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1850422
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3362 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	LEE A HOTCHKISS	Rated Power:	300 Horsepower
Operator:	HOTCHKISS, LEE A.	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:	Scattered / 5000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	DILLINGHAM , AK (DLG)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	58.820316,-157.860244(est)

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons:

Original Publish Date: April 19, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5215>

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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](#).