



# Aviation Investigation Final Report

<b>Location:</b>	Yakutat, Alaska	<b>Accident Number:</b>	ANC01LA090
<b>Date &amp; Time:</b>	July 26, 2001, 15:30 Local	<b>Registration:</b>	N85CG
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The certificated commercial pilot was departing from a remote airstrip. During the takeoff run, just before lift-off, the right wing struck a stand of trees. The airplane pivoted to the right and continued off the right side of the airstrip. The airplane sustained substantial damage to the wings and empennage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable takeoff area. A factor associated with the accident were trees.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) OBJECT - TREE(S)
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On July 26, 2001, about 1530 Alaska daylight time, a wheel-equipped Cessna 185 airplane, N85CG, sustained substantial damage during takeoff from a remote airstrip located about 45 miles east of Yakutat, Alaska. The airplane was being operated as a visual flight rules (VFR) positioning flight under Title 14, CFR Part 91, when the accident occurred. The airplane was registered to, and operated by, Gulf Air Taxi, Inc., Yakutat. The solo certificated commercial pilot was not injured. Visual meteorological conditions prevailed, and company VFR flight following procedures were in effect. The flight originated at the accident airstrip about 1525.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on August 6, the pilot reported that the he was returning to Yakutat after dropping off his passengers at the remote airstrip. The pilot said that while departing to the south, just before lift-off, the right wing struck a stand of trees. The airplane pivoted to the right and continued off the right side of the airstrip. The airplane sustained substantial damage to the wings and empennage.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 3, 2001
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 1, 2001
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 55 hours (Total, this make and model), 2295 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N85CG
<b>Model/Series:</b>	185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18501927
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	June 27, 2001 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	46.1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6374.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	Gulf Air Taxi, Inc.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Yakutat, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Yakutat , AK (YAK )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	800 ft / 42 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	59.183334,-138.433334

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Clinton
<b>Additional Participating Persons:</b>	Boyce J Bingham ; Federal Aviation Administration ; Juneau , AK
<b>Original Publish Date:</b>	June 3, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=53207">https://data.ntsb.gov/Docket?ProjectID=53207</a>

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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](#).