



Aviation Investigation Final Report

Location:	VALDEZ, Alaska	Accident Number:	ANC91FA090
Date & Time:	July 6, 1991, 14:35 Local	Registration:	N5081H
Aircraft:	CESSNA 185A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PILOT STATED THAT UPON REACHING THE 20 DEGREE FLAP POSITION IN PREPARATION FOR LANDING, THE AIRPLANE RAPIDLY NOSED DOWN INTO AN ALMOST VERTICAL DIVE. FULL AFT ELEVATOR FAILED TO CHANGE THE PITCH ATTITUDE. THE AIRPLANE CRASHED AND SANK IN WATER ABOUT 620 FEET DEEP AND WAS NOT RECOVERED. WHILE THE PILOT REPORTED THAT THE AIRPLANE HAD 'PITCHED DOWN' ON SEVERAL PREVIOUS OCCASIONS WHILE HE WAS FLYING IT, THE OWNER AND THREE OTHER PILOTS WHO HAD FLOWN IT STATED THAT THE AIRPLANE FLEW NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF AIRCRAFT CONTROL FOR AN UNDETERMINED REASON DURING AN APPROACH TO LAND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, 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:	June 8, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5081H
Model/Series:	185A 185A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18503221
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-D-24
Registered Owner:	CHITINA AIR SERVICE	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	ORCA AIR, INC.	Operator Designator Code:	ORCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VWS ,50 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:51 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 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:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	61.149757,-146.80928(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	ROBERT BILAK; ANCHORAGE , AK
Original Publish Date:	March 9, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=5483

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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](#).