



# Aviation Investigation Final Report

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<b>Location:</b>	Mc Grath, Alaska	<b>Accident Number:</b>	ANC02LA119
<b>Date &amp; Time:</b>	September 11, 2002, 13:00 Local	<b>Registration:</b>	N1987U
<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		

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## Analysis

The solo airline transport pilot reported that after an uneventful landing on an 800 foot long, water-filled slough, he dropped off two hunters and their gear. He said that during his landing approach, he estimated the winds to be out of the north, at 12 to 15 knots. The pilot reported that during initial climb following a northerly takeoff, the northerly winds dissipated, and the airplane would not continue to climb. The airplane collided with a stand of trees at the departure end of the slough, nosed over, and sustained substantial damage to the wings, fuselage, and empennage. The pilot reported that there were no preaccident mechanical anomalies with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions during takeoff, which resulted in an in-flight collision with trees. A factor associated with the accident was a variable wind condition.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. OBJECT - TREE(S)

## Factual Information

On September 11, 2002, about 1300 Alaska daylight time, a float-equipped Cessna 185 airplane, N1987U, sustained substantial damage when it collided with trees during takeoff from a remote water-filled slough, located about 52 miles north of McGrath, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country business flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Wild Alaska Trophy Outfitters, Anchorage, Alaska. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The flight was en route to Galena, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on September 12, the pilot reported that after an uneventful landing on an 800 foot long, water-filled slough, he dropped off two hunters and their gear. He said that during his landing approach, he estimated the winds to be out of the north, at 12 to 15 knots. The pilot reported that during initial climb following a northerly takeoff, the northerly winds dissipated, and the airplane would not continue to climb. The airplane subsequently collided with a stand of trees at the departure end of the slough, nosed over, and sustained substantial damage to the wings, fuselage, and empennage. The pilot reported that there were no preaccident mechanical anomalies with the airplane.

Neither the pilot, nor the operator, submitted an NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1).

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-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>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 30, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1987U
<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>	18501745
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	Mark W. Confer	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Wild Alaska Trophy Outfitters LLC	<b>Operator Designator Code:</b>	

## 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>	20 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mc Grath , AK (MCG )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Galena , AK (GAL )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	63.766666,-154.818328

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Clinton
<b>Additional Participating Persons:</b>	Harley A Holt; Federal Aviation Administration ; Fairbanks , AK
<b>Original Publish Date:</b>	May 30, 2003
<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=55689">https://data.ntsb.gov/Docket?ProjectID=55689</a>

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](#).