



Aviation Investigation Final Report

Location:	KOLIGANEK, Alaska	Accident Number:	ANC91LA151
Date & Time:	September 23, 1991, 11:00 Local	Registration:	N21753
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT REPORTED THAT JUST AFTER LIFTOFF FROM THE WATER, HE ENCOUNTERED A CHANGING WIND CONDITION THAT CAUSED THE AIRPLANE TO SETTLE BACK ONTO THE WATER. WITH INSUFFICIENT STOPPING ROOM ON THE LAKE, HE JERKED THE AIRPLANE BACK INTO THE AIR IN ORDER TO CLEAR THE 4 TO 6 FOOT HIGH SHORELINE. THE AIRPLANE THEN SETTLED TO THE GROUND AND NOSED OVER ABOUT 40 YARDS FROM THE LAKE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRSPEED. CONTRIBUTING TO THE ACCIDENT WAS THE UNFAVORABLE WIND CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (F) WEATHER CONDITION - UNFAVORABLE WIND

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

Findings

2. (C) AIRSPEED(VLOF) - NOT MAINTAINED - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, 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:	August 28, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2933 hours (Total, all aircraft), 700 hours (Total, this make and model), 2838 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 83 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N21753
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503066
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	August 14, 1991 Annual	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:	82 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2120 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	WILLIAM H. WOODIN	Rated Power:	300 Horsepower
Operator:	WILLIAM H. WOODIN	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	4 W AIR, INC.	Operator Designator Code:	SKOC

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:	Unknown	Visibility	35 miles
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	11:00 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:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	59.849548,-154.559432(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	JIM CALL; ANCHORAGE , AK
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5624

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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](#).