



Aviation Investigation Final Report

Location:	King Salmon, Alaska	Accident Number:	ANC04LA055
Date & Time:	May 19, 2004, 21:00 Local	Registration:	N1932U
Aircraft:	Cessna 185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was taking off from a beach protected on the windward side by an earth berm. As the airplane became airborne, and the left wing rose above the berm, it was caught by a gust of wind and lifted abruptly. As the wing lifted, the airplane was pushed over the lake and descended. The main landing gear entered the water, and the airplane nosed over in the lake. The airplane sustained damage to the wings and tail.

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 and initial climb, which resulted in a loss of control, and an in-flight collision with water. A factor contributing to the accident was gusty wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER

Factual Information

On May 19, 2004, about 2100 Alaska standard time, a wheel-equipped Cessna 185E airplane, N1932U, sustained substantial damage during takeoff-initial climb from a beach near Ugashik Lake, Alaska, when the main landing gear contacted the lake, and the airplane nosed over into the lake. The accident site is about 70 miles southwest of King Salmon, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91 at the time of the accident. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was bound for Anchorage, Alaska.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on May 20, the pilot said he was taking off from a beach protected on the windward side by an earth berm. He said as the airplane became airborne, and the left wing rose above the berm, it was caught by a gust of wind and lifted abruptly. He said as the wing lifted, the airplane was pushed over the lake and then descended. The pilot said the main landing gear entered the water, and the airplane nosed over. He said the airplane came to rest inverted in about 3 feet of water, and sustained damage to the wings and tail.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 8, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 12, 2003
Flight Time:	27000 hours (Total, all aircraft), 560 hours (Total, this make and model), 26800 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1932U
Model/Series:	185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	1623
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 2, 2004 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1450 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	Charles R. Fryer	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (ANC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	57.486667,-156.735

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Michael J Yorke; Anchorage FSDO-03; Anchorage, AK
Original Publish Date:	December 3, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59259

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