



Aviation Investigation Final Report

Location:	King Salmon, Alaska	Accident Number:	ANC05CA004
Date & Time:	October 10, 2004, 09:00 Local	Registration:	N5001R
Aircraft:	Cessna 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot was familiar with the type of accident airplane he was flying, but he was using a friend's float-equipped airplane on a personal fishing trip, and did not have his own checklist with him. He indicated he did not use a checklist list, other than one from memory. He stated that it was the first flight of the morning, and after takeoff from a remote river, the airplane pitched up rapidly, and he could not lower the nose until he reduced power. The airplane then pitched down steeply, and he realized he had left the control lock in the control wheel. He removed the control lock, and was able to raise the nose just before the airplane struck the water, collapsing the floats and damaging the wings and fuselage. The pilot stated that the owner used a non-standard control wheel lock. It was a screwdriver, with the shaft of the screwdriver placed in the hole of the control wheel column.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to use a checklist, and to remove the flight control locks prior to flight, which resulted in an uncontrolled descent and in-flight collision with terrain/water.

Findings

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

Findings

1. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
2. (C) CHECKLIST - NOT USED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - WATER

Factual Information

On October 10, 2004, about 0900 Alaska daylight time, a float-equipped Cessna 185F airplane, N5001R, operated by Le Conte, LLC, as a Title 14, CFR Part 91 personal flight, sustained substantial damage during an uncontrolled descent and subsequent impact with water, after takeoff from a remote river near King Salmon, Alaska. The commercial pilot received serious injuries; the three passengers reported no injuries. The flight operated in visual meteorological conditions. No flight plan was filed for the local flight.

During a telephone conversation with the NTSB investigator-in-charge on October 18, the pilot related that the purpose of the flight was to go fishing. He stated that he was very familiar with Cessna 185 airplanes, but the accident airplane was a friend's airplane, and he did not bring his personal checklist with him. He said he relied on memory aids to complete the pretakeoff checklist. He noted that it was the first flight of the morning, and that the cabin was fairly dark in the morning light. He said in preparation for takeoff, he failed to notice that the control wheel lock for the elevator and ailerons had not been removed. He said he was able to get the airplane airborne, but it pitched up and climbed rapidly, and he could not get the nose down due to the locked control wheel. He reduced the power setting, and the nose pitched down. He said he realized the control lock must be place, and he was able to remove the control lock and pitch the nose to a level attitude just before the airplane struck the water. The impact collapsed both floats and damaged the wings and fuselage. The pilot noted that the control lock used by the airplane owner was a non-standard control lock. It was a screwdriver, with the shaft placed through the hole in the control wheel column.

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 3, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8863 hours (Total, all aircraft), 3590 hours (Total, this make and model), 8712 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5001R
Model/Series:	185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502974
Landing Gear Type:	Float	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-550D
Registered Owner:	Le Conte, LLC	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	King Salmon, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	58.666667,-156.566665

Administrative Information

Investigator In Charge (IIC): LaBelle, James

Additional Participating Persons:

Original Publish Date: January 24, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60331>

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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](#).