



Aviation Investigation Final Report

Location:	Takotna, Alaska	Accident Number:	ANC08CA041
Date & Time:	March 5, 2008, 14:30 Local	Registration:	N1224F
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial certificated pilot was taking off on a short, snow-covered runway in a ski-equipped airplane. He said the day was warm, and as the airplane accelerated down the runway the skis did not release from the snow. He aborted the takeoff, but the airplane slid off the end of the runway and down an embankment. The pilot said the airplane's wings and fuselage were damaged when the airplane left the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for takeoff.

Findings

Personnel issues	Identification/recognition - Pilot
Environmental issues	Snow/slush/ice covered surface - Not specified
Environmental issues	Soft surface - Not specified

Factual Information

History of Flight

Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2007
Flight Time:	10000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1224F
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502786
Landing Gear Type:	Tailwheel; Ski	Seats:	
Date/Type of Last Inspection:	July 1, 2007 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2230 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	John Clark	Rated Power:	300 Horsepower
Operator:	John Clark	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:		Visibility	2 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	1°C
Precipitation and Obscuration:	Light - Showers - Snow		
Departure Point:	Takotna, AK (TCT)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Takotna TCT	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Snow
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1717 ft / 45 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	63,-156

Administrative Information

Investigator In Charge (IIC): Lewis, Lawrence

Additional Participating Persons:

Original Publish Date: April 30, 2008

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.ntsb.gov/Docket?ProjectID=67621>

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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](#).