



# Aviation Investigation Final Report

---

<b>Location:</b>	BETHEL, Alaska	<b>Accident Number:</b>	ANC82FA012
<b>Date &amp; Time:</b>	January 5, 1982, 09:39 Local	<b>Registration:</b>	N3343S
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

---

## Analysis

WHEN A PASSENGER ARRIVED FOR A CHARTER FLIGHT, THE INTENDED AIRCRAFT WOULD NOT START. THEREFORE, CESSNA A185F, N3343S, A WHEEL/SKI EQUIPPED AIRCRAFT WAS SELECTED FOR THE FLIGHT. THE PILOT INDICATED THAT THE TEMPERATURE HAD BEEN EXTREMELY COLD ON THE PRECEDING NIGHT. HE INDICATED THAT HE HAD PREVIOUSLY PREHEATED AND HAD RUN-UP THE AIRCRAFT, THEN REPLACED THE ENGINE COVER AND PLUGGED-IN THE HEATER. THE PILOT INDICATED THAT HE CYCLED THE PROPELLER ONCE WHILE TAXIING TO THE RUNWAY. HOWEVER, THE OIL TEMPERATURE WAS NOT YET IN THE OPERATING RANGE. AT THE AMBIENT TEMPERATURE OF -21 DEGREES FAHRENHEIT, IT WOULD NOT HEAT UP AT THE LOW POWER SETTING NECESSARY FOR TAXIING. THE TAKEOFF WAS NORMAL UNTIL THE PILOT REDUCED THE PROPELLER RPM. SHORTLY THEREAFTER, THE ENGINE SURGED. THE PILOT ATTRIBUTED THE SURGE TO COLD OIL IN THE GOVERNOR SYSTEM AND ELECTED TO RETURN TO THE AIRPORT AND LAND. REPORTEDLY, THE PILOT DIVERTED HIS ATTENTION DURING THE TURN. THE AIRCRAFT STALLED AND STRUCK THE GROUND DURING A RECOVERY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
  2. (C) FLUID,OIL - TOO COLD
  3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. (C) PROPELLER SYSTEM/ACCESSORIES - ERRATIC
- 

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. (C) DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight instructor	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 22, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 1105 hours (Total, this make and model), 5705 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3343S
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	18502277
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2762 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-520-D24
<b>Registered Owner:</b>	NELSON ISLAND AIR SERVICE INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	EXECUTIVE CHARTER SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<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>	BET	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:40 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BETHEL , AK (BET )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	NAPAKIAK , AK	<b>Type of Clearance:</b>	VFLF
<b>Departure Time:</b>	09:38 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BETHEL BET	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	60.80912,-161.849258(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** January 5, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=69937>

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](#).