



Aviation Investigation Final Report

Location:	KOTZEBUE, Alaska	Accident Number:	ANC82DAA19
Date & Time:	September 13, 1982, 13:00 Local	Registration:	N60844
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE WIND WAS FROM 010 DEG AT 13, GUSTING 16 TO 17 KTS. HE STATED THAT IF RUNWAY 35 HAD BEEN USED FOR DEPARTURE, THERE WOULD HAVE BEEN A DELAY DUE TO OTHER AIRCRAFT. THEREFORE, HE DECIDED TO EXPEDITE HIS DEPARTURE BY USING RUNWAY 08. THE PILOT STATED THAT HE MADE A NORMAL CROSSWIND TAKEOFF AND LIFTED OFF AT A HIGHER THAN NORMAL SPEED. JUST AFTER LIFT-OFF, HE ENCOUNTERED A GUST OF WIND AND THE PLANE YAWED TO THE LEFT. SUBSEQUENTLY, THE AIRCRAFT DESCENDED BACK TO THE RUNWAY WHILE THE NOSE WAS ANGLED TO THE LEFT. AFTER CONTACTING THE RUNWAY THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 23, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	353 hours (Total, all aircraft), 172 hours (Total, this make and model), 302 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N60844
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18504062
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	114 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	395 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	DAVID L. CHAUVIN	Rated Power:	280 Horsepower
Operator:	DAVID L. CHAUVIN	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

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:	Scattered / 3000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KOTZEBUE , AK (OTZ)	Type of Flight Plan Filed:	VFR
Destination:	FAIRBANKS , AK (FAI)	Type of Clearance:	
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	RALPH WIEN MEMORIAL OTZ	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5900 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71290>

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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](#).