



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MCGRATH, Alaska | Accident Number: | ANC82DA025 |
| Date & Time: | March 10, 1982, 15:00 Local | Registration: | N9464C |
| Aircraft: | CESSNA 180 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT REPORTED THERE WAS NO WIND ON THE GROUND.HOWEVER,IMMEDIATELY AFTER TAKEOFF HE ENCOUNTERED A DOWNDRAFT WHICH WOULD NOT ALLOW HIM TO CLEAR TREES AT THE END OF THE AIRSTRIP.TAKEOFF WAS ON RUNWAY 5.WIND REPORTED BY FAREWELL,AK,LOCATED 19MI NW OF THE ACCIDENT SITE,WAS 240/15.TATITNA IS AN ABANDONED,NON-MAINTAINED STRIP IN MOUNTAINOUS TERRAIN.THERE WERE NINE UNSECURED DOGS ONBOARD.

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. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES,WIND DIRECTION INDICATOR - UNAVAILABLE
3. (C) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TAILWIND
5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

7. (F) WEATHER CONDITION - DOWNDRAFT
8. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
9. TIE DOWN - NOT OBTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Private | Age: | 32, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | January 10, 1982 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1400 hours (Total, all aircraft), 1400 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9464C |
| Model/Series: | 180 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 31862 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | 75 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2600 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | O-470J |
| Registered Owner: | FREDRICK D HERMAN | Rated Power: | 225 Horsepower |
| Operator: | FREDRICK D HERMAN | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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: | Unknown | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 5000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 28°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | 73 EAST MCGRATH, AK | Type of Flight Plan Filed: | None |
| Destination: | MCGRATH , AK (MCG) | Type of Clearance: | None |
| Departure Time: | 15:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|--------|
| Airport: | TATITNA AIRSTRIP | Runway Surface Type: | Gravel |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 5 | IFR Approach: | None |
| Runway Length/Width: | 1500 ft / 50 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 63.60976,-154.779525(est) |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 10, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71624>

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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](#).