



Aviation Investigation Final Report

Location:	NAKNEK, Alaska	Accident Number:	ANC82DA087
Date & Time:	September 9, 1982, 15:00 Local	Registration:	N80124
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT MADE A TAKEOFF DOWNWIND IN GUSTY CONDITIONS ON A LAKE WITH MARGINAL CAPABILITIES. SURROUNDING TERRAIN MAKES WIND SWIRLING EDDIES. THE AIRCRAFT LOST LIFT AND IMPACTED ON THE BANK OF THE LAKE IN ALDER BRUSH.

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	39, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 16, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	429 hours (Total, all aircraft), 320 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N80124
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18503094
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2239 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	BELL HARRING & ASSOCIATES	Rated Power:	300 Horsepower
Operator:	BELL HARRING & ASSOCIATES	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 / 1000 ft AGL	Visibility	6 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	105°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	45°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	NAKNEK , AK (5NK)	Type of Flight Plan Filed:	VFR
Destination:	EGEGIK , AK (Z03)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	NAKNEK SEAPLANE BASE 5NK	Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3000 ft / 300 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:	58.800292,-156.900604(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71819>

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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](#).