



# Aviation Investigation Final Report

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<b>Location:</b>	Paxson, Alaska	<b>Accident Number:</b>	ANC10LA087
<b>Date &amp; Time:</b>	September 12, 2010, 15:53 Local	<b>Registration:</b>	N4038Y
<b>Aircraft:</b>	Cessna 185A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot said that the float-equipped airplane had lifted off from a lake and climbed to about 200 feet above the lake level. He said that there was rising terrain ahead, which the airplane was capable of out-climbing, but his destination was behind him and he initiated a climbing left turn. He described the wind as being on the nose during takeoff, and that he initiated the climbing left turn with 70 knots of airspeed. He said a wind gust from the right increased the angle of bank to 50-60 degrees, and the airplane started to descend. During the descent, the wind rolled the airplane to the left again, but he was able to level the wings prior to the airplane impacting terrain. He reported no preexisting mechanical problems with the airplane, which sustained substantial damage to both wings and the fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to make a climbing turn close to the ground in gusting wind at a low airspeed, resulting in a loss of control and collision with terrain.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Gusts - Contributed to outcome
<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Initial climb</b>	Loss of control in flight (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

On September 12, 2010, about 1553 Alaska daylight time, a float-equipped Cessna 185A airplane, N4038Y, sustained substantial damage when it collided with terrain following a takeoff from a lake, about 28 miles west of Paxson, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal cross-country flight under the provisions of 14 Code of Federal Regulation Part 91, when the accident occurred. The commercial pilot received serious injuries, and the three passengers received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed.

During an interview with the National Transportation Safety Board (NTSB) investigator-in-charge on September 21, the pilot said the airplane had lifted off the lake and climbed to about 200 feet above the lake level when he initiated a climbing left turn. He said there was rising terrain ahead which the airplane was capable of out climbing, but his destination was behind him. He said the wind had been about 15 knots on the nose during takeoff, and that he initiated the climbing left turn with 70 knots of airspeed. He said he encountered a wind gust from the right which increased the angle of bank to 50-60 degrees. The pilot said the airplane started to descend and wind shear rolled the airplane to the left again. He said he was able to level the wings prior to the airplane impacting terrain. He said he should have climbed straight ahead, and gained more altitude before making the turn. The pilot said the airplane was well maintained, and there were no mechanical problems with the airplane prior to the accident. A passenger reported that the airplane received substantial damage to both wings and the fuselage.

Due to the remote location the airplane was not examined by the NTSB.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 19, 2010
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	February 19, 2010
<b>Flight Time:</b>	500 hours (Total, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4038Y
<b>Model/Series:</b>	185A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	1850238
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	February 13, 2010 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2197 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470 SERIES
<b>Registered Owner:</b>	ALASKA AIRVENTURES LLC	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	Robert Price	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Paxson, AK	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Anchorage, AK (LHD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 3 Minor	<b>Latitude, Longitude:</b>	62.835277,-146.235275

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Charles Pitts; FAA FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	May 19, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=77267">https://data.ntsb.gov/Docket?ProjectID=77267</a>

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](#).