



# Aviation Investigation Final Report

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<b>Location:</b>	Sterling, Alaska	<b>Accident Number:</b>	GAA18CA211
<b>Date &amp; Time:</b>	April 12, 2018, 08:00 Local	<b>Registration:</b>	N8702Z
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during the approach to land, the sun was directly in his eyes. He added that the airplane drifted to the left and the left wing struck a tree. The airplane continued to the left, struck more trees, and came to rest off the left side of the runway.

The airplane sustained substantial damage to both wings and the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's failure to maintain clearance from trees during the approach to land due to the sun glare.

## Findings

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<b>Aircraft</b>	Heading/course - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tree(s) - Effect on operation
<b>Environmental issues</b>	Glare - Effect on personnel
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Collision during takeoff/land (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, 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>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 22, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 19, 2016
<b>Flight Time:</b>	(Estimated) 1201 hours (Total, all aircraft), 208 hours (Total, this make and model), 875 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8702Z
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502897
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2432 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<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>	PASX, 113 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	15:56 Local	<b>Direction from Accident Site:</b>	232°
<b>Lowest Cloud Condition:</b>		<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 9000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.45 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SOLDOTNA, AK (SXQ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sterling, AK (88AK)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	DUTCH LANDING STRIP 88AK	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	300 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	07	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1300 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	60.539722,-150.86972(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Alissa Rojas; FAA; Juneau, AK
<b>Original Publish Date:</b>	July 5, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97025">https://data.nts.gov/Docket?ProjectID=97025</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.

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