



National Transportation Safety Board Aviation Accident Final Report

Location:	WASILLA, AK	Accident Number:	ANC93FA107
Date & Time:	07/01/1993, 1315 AKD	Registration:	N93018
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT IN COMMAND SAID THAT HE BELIEVED THAT HE COMMENCED THE WATER TAKEOFF FROM THE GENERAL AREA ON THE LAKE THAT HE NORMALLY DID AND THAT THE TAKEOFF RUN, USING TWO NOTCHES OF FLAP, AND THE LIFT OFF POINT WERE ROUTINE. NOT ALL OF THE AVAILABLE LAKE AREA WAS USED FOR THE TAKEOFF. THE PLANE CARRIED APPROXIMATELY 75 GALLONS OF FUEL, THE PILOT AND A PASSENGER, EACH WEIGHING UNDER 175 POUNDS, A FISHING TACKLE BOX AND A SMALL SURVIVAL BAG. AS THE PLANE CLIMBED TO THE HEIGHT OF THE TREES AT THE RAPIDLY APPROACHING SHORELINE, HE ENCOUNTERED A GUST OF WIND WHICH REQUIRED A MOMENTARY FLIGHT CONTROL INPUT TO COUNTER. HE DID NOT EXPERIENCE THE SENSATION THAT THE PLANE HAD ENCOUNTERED A DOWNDRAFT. SHORTLY THEREAFTER, HE REALIZED THAT HE DID NOT HAVE SUFFICIENT ALTITUDE TO CLEAR THE TREES. THE PILOT'S LOG BOOK SHOWED THAT PRIOR TO JULY 1993, HIS LAST FLIGHT IN N93018 OCCURRED IN JUNE 1992. THE PILOT REPORTED THAT HE DID NOT EXPERIENCE ANY DIFFICULTIES WITH THE PLANE'S ENGINE OR FLIGHT CONTROLS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO USE ALL OF THE AVAILABLE RUNWAY (WATERWAY). A FACTOR IN THE ACCIDENT WAS THE PILOT IN COMMAND'S LACK OF RECENT EXPERIENCE IN THE TYPE OF OPERATION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Factual Information

On July 1, 1993, at approximately 1315 Alaska daylight time, a float equipped Cessna 185 airplane, N93018, registered to and operated by the pilot in command, crashed during takeoff from the Anderson Lake Seaplane Strip in Wasilla, Alaska. The airline transport certificated pilot and the one passenger on board received minor injuries, and the airplane sustained substantial damage. The local pleasure flight was being conducted under 14 CFR Part 91 and a VFR flight plan had not been filed. Visual meteorological conditions prevailed.

The pilot in command told the NTSB investigator during the on scene investigation that prior to commencing the takeoff, he performed a preflight and engine run up check and found everything to be in proper working order. The airplane's wing fuel tanks were full and the cargo/baggage consisted of a fishing tackle box and a small bag containing survival gear. The on scene investigation verified this information. The pilot said that the takeoff was commenced from the other side of the lake in the general area that he normally began his takeoffs from. Not all of the available lake area was used for the takeoff run. The plane's takeoff acceleration and engine instrument indications were normal. The pilot said that he believed that the airplane became airborne in the approximate area that it normally did. The pilot did not recall the airspeed at which the airplane became airborne nor the speed at which the plane was flown during the initial climb out. The pilot said that as the airplane climbed to the height of the trees at the rapidly approaching shoreline, a gust of wind from the right was encountered which required some pilot input to correct. The pilot said that this was the only wind induced event that was experienced during the flight and that he did not experience the sensation that the plane was sinking or that it had entered a downdraft. The pilot said that upon correcting for the gust, he realized that he did not have sufficient altitude to avoid colliding with the trees. He then slightly reduced engine power and maneuvered the plane away from a nearby house.

The pilot reported that he did not experience any problems with the plane's engine or flight controls. The on scene investigation corroborated the comments made by the pilot.

Based upon the empty weight of the airplane, and the known fuel, cargo and weights of the pilot and passenger, the airplane's weight and center of gravity (CG) at the time the takeoff was commenced was approximately 3000 pounds and 42 inches, respectively. The forward and aft CG limits at 3000 pounds are 40 inches and 46.5 inches, respectively. The plane's maximum authorized weight is 3350 pounds.

The pilot's log book showed that prior to July 1993, his most recent flight in N93018 occurred in June 1992.

Pilot Information

Certificate:	Airline Transport	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/19/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6000 hours (Total, all aircraft), 400 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93018
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18503161
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	03/25/1993, Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	46 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2932 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D24
Registered Owner:	JOHNSON, GERALD D.	Rated Power:	300 hp
Operator:	JOHNSON, GERALD D.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(OAK1)	Type of Clearance:	None
Departure Time:	1430 ADT	Type of Airspace:	Class G

Airport Information

Airport:	ANDERSON LAKE (OAK1)	Runway Surface Type:	Water
Airport Elevation:	420 ft	Runway Surface Condition:	Water--calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY A BORSON	Report Date:	06/30/1994
Additional Participating Persons:	WILBUR D KEITH; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).