



National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | WULIK RIVER, AK | Accident Number: | ANC93LA168 |
| Date & Time: | 09/02/1993, 2230 AKD | Registration: | N2384D |
| Aircraft: | CESSNA 170B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On September 2, 1993, at 2230 Alaska daylight time, the pilot of a wheel equipped Cessna 170 airplane, N2384D, lost control and dragged a wing while attempting to takeoff from a mountain ridge near the Wulik River, approximately 80 miles northwest of Kotzebue, Alaska. The airline transport pilot, the sole occupant, was not injured, and the airplane was substantially damaged. The personal flight, operating under 14 CFR Part 91, was destined for another remote landing area located about 1 mile away from the accident site. Visual meteorological conditions existed, and a VFR flight plan was filed.

When the pilot was contacted by telephone on September 7, 1993, he stated the following, in part: "During the takeoff roll, the left main wheel got into a depression and I had to use harder than normal control forces to keep the airplane aligned with the takeoff path. When the airplane came out of the depression, it bounced into the air and because of the left quartering headwind, it came back down on the right main wheel and the right wing. The airplane then spun around clockwise about 180 degrees and hit on the nose, then the left wing. Both main landing gear boxes were torn out of the fuselage, which was also damaged."

The pilot's statement on the accident report (NTSB Form 6120.1/2) varies considerably from his telephone statement on September 7, 1993.

Pilot Information

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| Certificate: | Airline Transport | Age: | 32, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | 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 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 06/01/1993 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 4602 hours (Total, all aircraft), 140 hours (Total, this make and model), 4555 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N2384D |
| Model/Series: | 170B 170B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 20536 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | 03/20/1993, Annual | Certified Max Gross Wt.: | 2200 lbs |
| Time Since Last Inspection: | 49 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2548 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | O-300A |
| Registered Owner: | ANDERSON, THOMAS M. | Rated Power: | 145 hp |
| Operator: | ANDERSON, THOMAS M. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| 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: | Scattered / 5000 ft agl | Visibility | 50 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 20 knots / 25 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 2° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | VFR |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 2230 ADT | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | ROY C DAW |
| Additional Participating Persons: | PHILIP B EVANS; FAIRBANKS, AK |
| 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/ . |