



National Transportation Safety Board

Aviation Accident Data Summary

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

Analysis

THE PILOT SAID WHILE ATTEMPTING TO TAKEOFF FROM A MOUNTAIN RIDGE, THE LEFT MAIN WHEEL ENTERED A DEPRESSION AND HE 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE. A FACTOR WAS THE CROSSWIND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - CROSSWIND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Airline Transport | Age: | 32 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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 | Engines: | 1 Reciprocating |
| Operator: | ANDERSON, THOMAS M. | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-300A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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 | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 20 knots / 25 knots, 360° |
| Temperature: | 2°C | Visibility | 50 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

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 |
| Latitude, Longitude: | | | |

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | ROY C DAW | Adopted Date: | 06/30/1994 |
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.