



National Transportation Safety Board Aviation Accident Final Report

Location:	ILIAMNA, AK	Accident Number:	ANC90FA105
Date & Time:	07/01/1990, 1730 AKD	Registration:	N185KA
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal, 1 Serious, 1 Minor, 2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT ELECTED TO TAKE OFF FROM A REMOTE LAKE IN GUSTY, TURBULENT WIND CONDITIONS. THE AIRPLANE WAS ESTIMATED TO BE 245 POUNDS OVER GROSS ALLOWABLE WEIGHT, AND ONLY FOUR SEATS AND SEAT BELTS WERE AVAILABLE FOR THE SIX PEOPLE ABOARD. WITNESSES SAID THAT THE AIRPLANE WAS PULLED OFF THE LAKE ABRUPTLY AND CLIMBED AT A STEEP ATTITUDE UNTIL APPROXIMATELY 20 FEET AGL. THE AIRPLANE THEN STRUCK THE WATER HARD WITH THE RIGHT FLOAT AND TURNED UPSIDE DOWN. RESCUERS INCLUDED A PILOT/PHYSICIAN AND LODGE OWNER WHO PROMPTLY REACHED THE SCENE AND SUCCESSFULLY ADMINISTERED CPR TO AN UNCONSCIOUS AND NOT BREATHING ADULT FEMALE AND MALE JUVENILE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO FOLLOW PROPER PROCEDURES AND DIRECTIVES (EXCESSIVE FLAPS); FAILURE TO OPERATE THE AIRPLANE WITHIN THE ALLOWABLE GROSS WEIGHT LIMITATIONS; IMPROPER COMPENSATION FOR WIND CONDITIONS AND FAILURE TO MAINTAIN MINIMUM SAFE FLYING SPEED, RESULTING IN A STALL/MUSH.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND
6. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	12/14/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft), 1400 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N185KA
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18503932
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/14/1990, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2722 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	KAYLOR, RONALD W	Rated Power:	300 hp
Operator:	KAYLOR, RONALD W.	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:	Scattered / 4000 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (LHD)	Type of Clearance:	None
Departure Time:	1730 ADT	Type of Airspace:	Class G

Airport Information

Airport:	KOKHANOK BAY (NONE)	Runway Surface Type:	Water
Airport Elevation:	4 ft	Runway Surface Condition:	Water--choppy
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	12/30/1992
Additional Participating Persons:	BOYD WALTMAN; 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](#).