



National Transportation Safety Board Aviation Accident Factual Report

Location:	PORT ALSWORTH, AK	Accident Number:	ANC02LA110
Date & Time:	09/01/2002, 0900 AKD	Registration:	N185CF
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

On September 1, 2002, about 0900 Alaska daylight time, a float-equipped Cessna 185 airplane, N185CF, sustained substantial damage during a collision with tree-covered terrain, about 14 miles southwest of Port Alsworth, Alaska. The airplane was being operated as a Title 14, CFR Part 91, visual flight rules (VFR) local area personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the two passengers, received serious injuries. Visual meteorological conditions prevailed. The flight originated from Keyes Point, Lake Clark, Alaska, located about 5 miles southeast of the accident site, at 0850, and was en route to Long Lake. No flight plan was filed.

During an interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 1, the pilot reported that he just departed Lake Clark, and had leveled the airplane about 1,000 feet above the ground. As the airplane crossed over a small ridge, the pilot said he encountered a severe downdraft. The airplane began to descend, and he banked the airplane to the left to avoid a low hill. He applied full engine power, but the airplane continued to descend. The pilot said he could not maintain altitude, and the airplane collided with the ground and nosed over.

In the Pilot/Operator Aircraft Accident/Incident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated he did not obtain a weather briefing. He reported that the weather conditions included unlimited visibility, a temperature of 50 degrees F, a wind of 3 to 5 knots from the north, no precipitation, and no turbulence. In the narrative portion of the report, the pilot indicated that there was little to no wind at the departure point. After takeoff, he gained sufficient altitude to clear a mountain saddle along the route of flight. He stated that the airplane suddenly encountered a violent downdraft that unexpectedly caused the airplane to lose several hundred feet of altitude. He was unable to arrest the airplane's descent, and the airplane collided with a tree on the side of the mountain and nosed over.

The area forecast for Bristol Bay, issued on September 1, 2002, at 0545, and valid until 1800, stated, in part: Clouds and weather; AIRMET for mountain obscuration, Alaska Range occasionally obscured in clouds and precipitation, improving. Clouds, 2,500 feet scattered, 4,000 feet broken, 6,000 feet broken, tops at 8,000 feet, scattered conditions in light rain

showers. Coast/offshore, occasionally 2,500 feet broken. Outlook, valid from 1800 to 1200 on September 2, 2002, coast/offshore, marginal VFR conditions with ceilings due to mist; inland, VFR conditions. Turbulence, none significant. Icing and freezing level, none significant, freezing level, 5,000 feet.

The closest official weather observation station is Port Alsworth, Alaska. At 0848, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, calm; visibility, 20 statute miles in light rain; clouds and sky condition, 3,000 feet broken, 5,500 feet overcast; altimeter, 29.91 inHg.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/23/2002
Occupational Pilot:		Last Flight Review or Equivalent:	07/21/1999
Flight Time:	1559 hours (Total, all aircraft), 150 hours (Total, this make and model), 1459 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185CF
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	02676
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	06/15/2002, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2599 Hours at time of accident	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	DAVID RENKOSKI	Rated Power:	300 hp
Operator:	DAVID RENKOSKI	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PALJ, 100 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	0848 ADT	Direction from Accident Site:	45°
Lowest Cloud Condition:		Visibility	20 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	9° C
Precipitation and Obscuration:			
Departure Point:	PORT ALSWORTH, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0850 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	60.111667, -154.671667

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON
Additional Participating Persons:	PATRICK LEONARD; FAA-AL-ANC FSDO 03; ANCHORAGE, 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/ .