



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

The private certificated pilot departed a remote lake in a float-equipped airplane, en route to another lake. The route of flight crossed a mountain saddle about 5 miles from the point of departure. After takeoff, the pilot reported that he gained sufficient altitude to clear the mountain saddle. The pilot said that as he crossed the saddle, the airplane encountered a violent downdraft that unexpectedly resulted in a loss of several hundred feet of altitude. He said he was unable to arrest the airplane's descent, and maneuvered the airplane to avoid a low hill. The airplane collided with tree-covered terrain on the side of the mountain, and then nosed over. 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, no turbulence, and little to no wind at the departure point. The area forecast indicated no significant turbulence. The closest official weather observation station was 14 miles away, and a 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate evaluation of the area weather conditions, and his subsequent inability to maintain terrain clearance upon encountering a downdraft, which resulted in an in-flight collision with tree-covered mountainous terrain. A factor in the accident was a downdraft.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

Findings

3. OBJECT - TREE(S)
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) ALTITUDE/CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	DAVID RENKOSKI	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PALJ, 100 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 3000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	9°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	PORT ALSWORTH, AK	Destination:	

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
Latitude, Longitude:	60.111667, -154.671667		

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Adopted Date:	04/18/2003
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 pubin@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.