



National Transportation Safety Board Aviation Accident Final Report

Location:	KASILOF, AK	Accident Number:	ANC82DA054
Date & Time:	07/01/1982, 2115 AKD	Registration:	N84211
Aircraft:	CESSNA 172K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT MADE A LANDING APPROACH OVER TREES AT THE APPROACH END OF THE RUNWAY. THE RUNWAY SLOPED SLIGHTLY DOWNHILL IN THE DIRECTION OF LANDING. THE PILOT LANDED LONG, THEN ELECTED TO GO AROUND, AND DURING THE GO-AROUND, THE LEFT WING STRUCK A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 100 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N84211
Model/Series:	172K 172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	172-58381
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6408 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2D
Registered Owner:	CAROLYN & LOREN LEMAN	Rated Power:	150 hp
Operator:	CAROLYN & LOREN LEMAN	Operating Certificate(s) Held:	

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 / 5000 ft agl	Visibility	60 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	50° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:	ELIM, AK (ELI)	Type of Clearance:	None
Departure Time:	2015	Type of Airspace:	

Airport Information

Airport:	KASILOF (5KS)	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/01/1983
Additional Participating Persons:		
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/ .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).