



National Transportation Safety Board Aviation Accident Final Report

Location:	SEWARD, AK	Accident Number:	ANC02LA126
Date & Time:	09/02/2002, 1600 AKD	Registration:	N9808X
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The commercial certificated pilot was departing a remote grass-covered airstrip in a tundra tire-equipped airplane. The airstrip is oriented northeast/southwest, and is about 800 feet long by about 30 feet wide. The pilot said that he taxied to the end of the airstrip to depart toward the southwest. He applied full power and the airplane began to veer to the left. He said he attempted to correct the left turn by application of the right brake, but the airplane slid on the wet grass surface of the runway. The left wing struck the top of a small tree along the left side of the airstrip. The pilot indicated the airplane continued in a left arc, off the left side of the runway, and collided with a large tree. The airplane received damage to the left wing, fuselage, engine motor mounts, and propeller.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of directional control of the airplane due to the failure of the pilot to correct for torque/P Factor during the takeoff roll. A factor in the accident was a wet grass surface.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - WET
 2. (C) TORQUE/P-FACTOR - NOT CORRECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - GRASS
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. OBJECT - TREE(S)

Factual Information

On September 2, 2002, about 1600 Alaska daylight time, a tundra tire-equipped Cessna 185 airplane, N9808X, sustained substantial damage when it collided with trees during the takeoff roll from a remote airstrip, about 58 miles east of Seward, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot, with an intended destination of Merrill Field, Anchorage, Alaska. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. No flight plan was filed, nor was one required.

On October 1, 2002, Federal Aviation Administration (FAA) personnel notified the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) that the accident airplane received damage during takeoff from a grass-covered airstrip on Montague Island.

During a telephone conversation with the NTSB IIC on October 2, the pilot reported that he was departing an old Forest Service airstrip located at Patton Bay on Montague Island for a flight to Merrill Field. The airstrip is oriented northeast/southwest, and is about 800 feet long by about 30 feet wide. The pilot said that he taxied to the end of the airstrip to depart toward the southwest. He applied full power and the airplane began to veer to the left. He said he attempted to correct the left turn by application of the right brake, but the airplane slid on the wet grass surface of the runway. The left wing struck the top of a small tree along the left side of the airstrip. The pilot indicated the airplane continued in a left arc, off the left side of the runway, and collided with a large tree. The airplane received damage to the left wing, fuselage, engine motor mounts, and propeller.

The pilot reported the wind at the time of the accident was from the north at 10 knots.

Pilot Information

Certificate:	Commercial	Age:	54, 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):	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:	06/15/2001
Occupational Pilot:		Last Flight Review or Equivalent:	06/17/2001
Flight Time:	1200 hours (Total, all aircraft), 37 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9808X
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1850008
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	05/31/2002, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	37 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4550 Hours at time of accident	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470F
Registered Owner:	ROGER O. HACKETT	Rated Power:	260 hp
Operator:	ROGER O. HACKETT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	25 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	MONTAGUE ISLAND, AK	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (PAMR)	Type of Clearance:	None
Departure Time:	1600 ADT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	20 ft	Runway Surface Condition:	Wet
Runway Used:		IFR Approach:	None
Runway Length/Width:	800 ft / 30 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	59.925000, -147.516667

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	06/25/2003
Additional Participating Persons:	DAVE LUCHER; FAA-AL-ANC FSDO 03; 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.ntsbt.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](#).