



Aviation Investigation Final Report

Location:	Big Lake, Alaska	Accident Number:	GAA18CA496
Date & Time:	August 17, 2018, 21:30 Local	Registration:	N185MC
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll to the southeast on a private airstrip, about 120 ft down the runway, the left wing struck some tree foliage. The airplane veered left, exited the runway, and impacted trees. He added that he was watching the right side of the runway for a swale and was not paying attention to the left side of the runway.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from tree foliage on the left side of the runway during takeoff due to his focus on the right side of the runway.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Tree(s) - Effect on operation
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Takeoff	Runway excursion
Takeoff	Collision during takeoff/land (Defining event)

Pilot Information

Certificate:	Private	Age:	48,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 8, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3500 hours (Total, all aircraft), 2900 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185MC
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503347
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWS,354 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	05:56 Local	Direction from Accident Site:	73°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	13°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Lake, AK (44AK)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	WEST PAPOOSE LAKE AIRPARK 44AK	Runway Surface Type:	Gravel
Airport Elevation:	230 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	1600 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.533332,-150.102218(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Kim McCartney; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98106

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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](#).