



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation
Safety Alaska Region

November 12, 2019

EXAMINATION SUMMARY

A. ACCIDENT

NTSB Number:	ANC19LA040
Location:	Farewell, Alaska
Date:	July 23, 2019
Aircraft:	N3934D Cessna 182
Investigator-in-Charge (IIC):	Noreen Price

B. DETAILS OF THE INVESTIGATION

Background

On July 23, 2019, about 2040 Alaska daylight time, a Cessna 182 airplane, N3934D, sustained

substantial damage following a partial loss of power during takeoff from a river gravel bar about 5 miles south of Tin Creek Airport (TNW) in Farewell, Alaska. The private pilot and passenger were not injured. The airplane was registered to and operated by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a visual flight rules personal flight. Day visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed. The flight was destined for Birchwood Airport (BCV), Birchwood, Alaska.

The pilot reported that during a takeoff from a river gravel bar, as the airplane climbed out of ground effect, the headwind diminished and his engine “sputtered” from a partial power loss. The airplane descended into a grove of small trees at the end of the gravel bar. The pilot stated that he did not have time to attempt to restore power or secure the engine before impact. The nose landing gear sheared off during impact and the airplane flipped over, sustaining damage to the left wing, right wing lift strut, vertical stabilizer and fuselage. Both occupants egressed and were rescued by another airplane.

C. EXAMINATION

Airframe SN: 34634
TTAF: 4330 hours
Engine: Continental O-470-R
Engine S/N: 901052
TSMOH: 291 hours
Last Inspection: 4/8/2019, Annual

The airplane was defueled and the wings and empennage were removed during the recovery. The exam was conducted at the recovery facility in Wasilla, Alaska. The engine remained attached to the fuselage which was supported by a hoist system due to damaged and sheared landing gear. The fuselage sustained buckling deformation at the left and right lower forward fuselage. The left wheel attachment was deformed outward. See figure 1.



Figure 1. Fuselage during the examination.

The propeller remained attached to the engine and the spinner exhibited center crush deformation and the blades were secure in the hub. Each blade exhibited span wise torsional S bending which is indicative of power on during the impact. The leading edges of the blade ends had fractured and missing metal material in 1 inch sections.

The engine was secure at the mounts with all attached lines intact with no evident fuel or oil leaks. The engine and engine bay was remarkably clean. The engine case and cylinders were intact.

Engine control continuity was established between the throttle, mixture and carburetor heat to the carburetor. The carburetor was attached and intact. The airbox exhibited some impact crush damage. See figure 2.



Figure 2. Continental O-470 engine.

The propeller rotated smoothly by hand and the impulse coupler was audible.

The gascolator had no debris present and the fuel selector was rotated through the detents with no abnormalities noted.

D. SUMMARY

There were no pre-impact anomalies discovered during the examination that would have resulted in a loss of engine power after takeoff.