

Job Hale's statementstatement for the accident of Cessna 172 N737NJ

Prior to this accident which took place on September 7 at 8:15 PM.

I had made a flight back to Bethel and back. I was bringing meat and gear out from hunting the day before. I had landed on six different times that day on the beach in different places.

When I took off this beach I was under gross weight of the airplane 993 pounds. I have 30 gallons of fuel on board, 300 pounds of gear, and I weighed 225 pounds. Totaling 705 pounds

I had drop my brother off on that beach just prior to takeoff. On the beach I had about a 30 KT headwind which was great for taken off I thought. My brother was

going to grab something down the beach and I was going to take off to check out the area and to make sure me take off was good with less weight.

I taxi back down the beach a good 3000 feet or more. I put 20° of flaps in for soft field takeoff, did a static run up with full RPM and took off. I lifted off the ground in about 500 to 600 feet. I got about 10 feet above the beach and I felt something holding me down wasn't able to climb out. So I nose down and built up my air speed to about 75 KT and then tried to climb out again was unable to because of a downdraft. At that point it was unable to abort takeoff because I had too much air speed Built up and I was unable to re-land and stop before hitting the 50 foot bank front of me which was approaching very quickly. So I did the only thing I knew to do was pull up and go over that

50 to 60 ft bank made of rocks and grass to keep from hitting it head on. When I pulled up I immediately went into a stall. My air speed drop down the 40 kn and I was powering through the stall for about 3/4 of a mile. Trying to keep turn into the wind. Due to not having enough of air speed over my tail, the wind blew me down wind though and the gust of wind die down and I immediately landed on the tundra because I was down wind at that point. When I hit the tundra the first time my tail hit first and then my back two landing gear, and I went for about 30 feet on the tundra before I hit a big clump of dirt about 3 to 5 feet high with my nose and my engine stopped and I rolled over on my back and slid about 30 feet and stopped. I was conscious the whole time and never got a scratch through the whole thing. I was not even sore the next day. I had

my seatbelt on and that held me back. I then crawled out the windshield which was busted out to get away from the plane just in case it caught on fire. We then used our in reaches to text for help.

What I learned from this experience:

I learned that flying in Highwinds can be dangerous. I also learned that downdraft can be really real and learn how to be better aware of them. By looking at the train and what the wind is doing. When I did my low pass the start with before I landed there I was going about 100 kn and I felt the downdraft just a little bit but did not recognize it as a downdraft until after a crash. I was going fast enough to pull out of it and not be a big deal when I was going faster. But it slow speed's taking off into that was a much different story. I learned my lesson the hard

way in losing my really nice airplane.