



Aviation Investigation Final Report

Location:	Gulkana, Alaska	Accident Number:	ANC20CA054
Date & Time:	May 23, 2020, 19:00 Local	Registration:	N72536
Aircraft:	Cessna 120	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 while landing at an unimproved airstrip, his airspeed on final approach was too fast, and he decided to perform a go-around. During the go-around, the left main tire struck trees at the departure end of the airstrip and the airplane subsequently descended into the brush and trees. The right wing and right elevator sustained substantial damage. The pilot stated there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

In the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, the pilot stated that the accident may have been prevented if he had been more aware of his limitations and the airplane's performance limitations.

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 proper airspeed during final approach to landing, and his subsequent failure to attain sufficient altitude to clear trees during an attempted go-around.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Related operating info
Aircraft	Altitude - Not attained/maintained
Personnel issues	Fatigue due to work schedule - Pilot
Personnel issues	Visual function - Pilot

Factual Information

History of Flight

Approach-VFR go-around	Collision during takeoff/land (Defining event)
-------------------------------	--

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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:	February 25, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 198.3 hours (Total, all aircraft), 178.6 hours (Total, this make and model), 16.7 hours (Last 90 days, all aircraft), 6.5 hours (Last 30 days, all aircraft), 3.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72536
Model/Series:	120 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9706
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	May 18, 2020 Annual	Certified Max Gross Wt.:	1451 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5963 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85- 12F
Registered Owner:	On file	Rated Power:	85 Horsepower
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:	PAGK,1562 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	02:53 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:	Scattered / 9500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.51 inches Hg	Temperature/Dew Point:	16°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gulkana, AK (GKN)	Type of Flight Plan Filed:	None
Destination:	Gulkana, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

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:	62.189998,-144.87583(est)

Administrative Information

Investigator In Charge (IIC):	Price, Noreen
Additional Participating Persons:	Craig Kenmonth; Federal Aviation Administration; AK
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101374

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).