



Aviation Investigation Final Report

Location:	Lime Village, Alaska	Accident Number:	ANC20CA091
Date & Time:	August 30, 2020, 13:30 Local	Registration:	N107L
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that during the landing flare, with a left quartering crosswind, the airplane drifted to the left. He attempted to correct the drift, however, the left wing impacted trees located parallel to the runway. Subsequently, the airplane spun to the left and came to rest nosed down in the trees. The airplane sustained substantial damage to the fuselage and left wing.

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

The pilot reported that he was landing on a heading of about 270° and that the wind was from 240° at about 20 MPH.

Probable Cause and Findings

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

The pilot's loss of control during the landing flare, which resulted in an impact with trees.

Findings

Aircraft	Heading/course - Not attained/maintained
Personnel issues	Use of equip/system - Pilot
Environmental issues	Tree(s) - Effect on operation
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)
Landing	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	August 5, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 22, 2019
Flight Time:	(Estimated) 17464 hours (Total, all aircraft), 1838 hours (Total, this make and model), 17464 hours (Pilot In Command, all aircraft), 124 hours (Last 90 days, all aircraft), 111 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N107L
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503535
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 1, 2020 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2440.1 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D11B
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	On file	Operator Designator Code:	PPOC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASL, 177 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.14 inches Hg	Temperature/Dew Point:	13°C / 8°C
Precipitation and Obscuration:			
Departure Point:	Stoney River, AK (SRV)	Type of Flight Plan Filed:	Company VFR
Destination:	Lime Village, AK	Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.563888,-156.22778(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Charles Gillespie; FAA; Anchorage, AK
Original Publish Date:	
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=101938

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](#).