



Aviation Investigation Final Report

Location:	Hoonah, Alaska	Accident Number:	ANC21LA051
Date & Time:	July 3, 2021, 11:00 Local	Registration:	N1199Q
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after landing and during the rollout, he became distracted and failed to maintain directional control. The airplane exited the runway, rolled down an embankment and impacted terrain and was subsequently destroyed by post-crash fire. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 directional control during landing.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
-----------------------------	--

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 24, 2020
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 2500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1199Q
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503469
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 15, 2020 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8546.4 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	On file	Rated Power:	300 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:	PAOH,0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	97°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 3200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hoonah, AK	Type of Flight Plan Filed:	None
Destination:	Hoonah, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	HOONAH HNH	Runway Surface Type:	Asphalt
Airport Elevation:	21 ft msl	Runway Surface Condition:	Dry
Runway Used:	06/24	IFR Approach:	None
Runway Length/Width:	3367 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	58.09604,-135.40963(est)

Administrative Information

Investigator In Charge (IIC): Banning, David

Additional Participating Persons:

Original Publish Date: December 17, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=103417>

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](#).