



Aviation Investigation Final Report

Location:	Iliamna, Alaska	Accident Number:	ANC23LA059
Date & Time:	August 4, 2023, 10:01 Local	Registration:	N9855X
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that before landing at a remote tundra airstrip, he put his heels on the floor with his toes off the brake portion of the rudder pedals. Shortly after touching down, the front seat passenger inadvertently applied pressure to the brake pedals, and the airplane suddenly and violently nosed over. The airplane sustained substantial damage to the wings, vertical stabilizer, rudder and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation, nor did he brief his passenger on the risk of interfering with the brake pedals.

Probable Cause and Findings

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

The passenger’s inadvertent application of brakes during landing that resulted in a nose over.

Findings

Personnel issues	Knowledge of equipment - Passenger
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Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 6, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 6, 2023
Flight Time:	1064 hours (Total, all aircraft), 460 hours (Total, this make and model), 981 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9855X
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1850055
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 11, 2023 Annual	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:	75.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12158.8 Hrs	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO 520 SERIES
Registered Owner:	On file	Rated Power:	285 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:	PAKN,66 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK (PAKN)	Type of Flight Plan Filed:	None
Destination:	Kokhanok, AK (PFFK)	Type of Clearance:	Unknown
Departure Time:	10:01 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	59.20667,-154.96895

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Hugh Younger; FAA
Original Publish Date:	May 15, 2024
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=192804

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](#).