



# Aviation Investigation Final Report

<b>Location:</b>	ARCTIC VILLAGE, Alaska	<b>Accident Number:</b>	ANC93LA088
<b>Date &amp; Time:</b>	June 12, 1993, 09:30 Local	<b>Registration:</b>	N8536L
<b>Aircraft:</b>	CESSNA 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT MADE SEVERAL LOW PASSES OVER A FROZEN LAKE AND BOUNCED THE GEAR ON THE SURFACE TO CHECK THE CONDITION OF THE ICE. HE THEN ELECTED TO LAND ON THE LAKE. DURING THE LAST 100 FEET OF THE LANDING ROLLOUT, THE MAIN LANDING GEAR TIRES BEGAN TO CUT A GROOVE IN THE ICE. THE AIRPLANE SUBSEQUENTLY SANK IN APPROXIMATELY 30 FEET OF WATER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR A LANDING. A FACTOR RELATED TO THE ACCIDENT WAS: THE SOFT/THIN (WEAK) ICE CONDITION OF THE LAKE SURFACE.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: LANDING

### Findings

1. (F) TERRAIN CONDITION - WEAK ICE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On June 12, 1993, at 0930 Alaska daylight time, a wheel equipped Cessna 185 airplane, N8536L, owned and operated by the pilot in command, sank through the ice on Porcupine Lake during the landing rollout. The accident site is approximately 97 nautical miles southeast of Deadhorse (Prudhoe Bay), Alaska. The pilot and the two passengers on board were not injured and the airplane sustained substantial damage. The personal flight departed Shader Lake earlier that same morning under the general aviation flight rules of 14 CFR Part 91 for the purpose of a day fishing trip when the accident occurred. Visual meteorological conditions prevailed and a VFR flight plan was filed with the Barrow Flight Service Station.

During a telephone interview with the NTSB investigator in charge on the morning of June 13, 1993, the pilot reported that he made several low passes over the lake to check the condition of the ice and that on one of the passes he bounced one of the main landing gear tires on the ice. During the last 100 feet of the landing rollout, the main landing gear tires began to cut a groove in the ice and the airplane began to sink. The pilot estimated the airplane was submerged in approximately 30 feet of water.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 25, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	720 hours (Total, all aircraft), 230 hours (Total, this make and model), 680 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8536L
<b>Model/Series:</b>	185 185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	185-01575
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 2, 1993 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3200 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	KLAWITTER, MIKE	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	KLAWITTER, MIKE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	POTERS LAKE	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	PORCUPINE LAKE	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	68.090858,-145.600036(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Borson, Timothy
<b>Additional Participating Persons:</b>	STEVE KETZER; FAIRBANKS , AK
<b>Original Publish Date:</b>	August 31, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2356">https://data.ntsb.gov/Docket?ProjectID=2356</a>

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