



Aviation Investigation Final Report

Location:	SKWENTNA, Alaska	Accident Number:	ANC96LA030
Date & Time:	March 4, 1996, 17:00 Local	Registration:	N5246E
Aircraft:	Cessna 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot landed the ski-equipped airplane on a rough and uneven frozen lake, and the left main landing gear collapsed. Inspection showed that the gear failure was consistent with overload forces.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of an unsuitable area for landing. A factor associated with the accident was the rough and uneven terrain.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - SNOW COVERED
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On March 4, 1996, about 1700 Alaska standard time, a ski equipped Cessna 185F airplane, N5246E, sustained substantial damage while landing on a frozen lake located about 52 miles west of Skwentna, Alaska. The commercial certificated pilot and two passengers aboard were not injured. The 14 CFR Part 135 on-demand air taxi flight was operated by Talkeetna Air Taxi in visual meteorological conditions. The flight last departed Skwentna, Alaska, at 1630.

The pilot reported he landed on Puntilla Lake with two passengers. During the landing roll, the airplane's left main landing gear collapsed. The pilot wrote in his report to the NTSB that the landing didn't seem hard enough to break the landing gear.

An A&P mechanic with Inspection Authorization (IA), who acts as the Director of Maintenance for Talkeetna Air Taxi, and went to the accident site to perform temporary repairs, reported that the pilot was landing on fairly rough and uneven snow and ice, and that the damage to the left main landing gear is consistent with overload.

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 27, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3010 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5246E
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503943
Landing Gear Type:	Tailwheel; Ski	Seats:	6
Date/Type of Last Inspection:	October 30, 1995 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5438 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	TALKEETNA AIR TAXI	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	TAT

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, AK (SKW)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.930507,-151.730148(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	CRAIG JOHNSON; ANCHORAGE , AK
Original Publish Date:	May 9, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2804

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