



Aviation Investigation Final Report

Location:	CORDOVA, Alaska	Accident Number:	ANC97LA071
Date & Time:	May 12, 1997, 17:30 Local	Registration:	N1005F
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to land his float equipped airplane on a lake when he saw a flock of geese near his intended touchdown point. He elected to lengthen his landing approach and fly over the geese. Soon after touchdown, he realized he would not be able to stop the airplane prior to the shoreline, and that he had insufficient room to abort the landing. The airplane ran up on the shore and struck a tree. The pilot reported that he should have performed a go-around.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision not to perform a go-around. A factor in the accident was the presence of birds which led the pilot to extend and misjudge his touchdown point.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) OBJECT - BIRD(S)
2. (F) EVASIVE MANEUVER - PERFORMED - PILOT IN COMMAND
3. (F) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

Factual Information

On May 12, 1997, about 1730 Alaska daylight time, a float equipped Cessna 185 airplane, N1005F, sustained substantial damage while landing on Eyak Lake, Cordova, Alaska. The private pilot and the one passenger aboard were not injured. The 14 CFR Part 91 flight originated at Yakutat, Alaska, and was en route to Cordova. The flight operated in visual meteorological conditions. A visual flight rules flight plan was in effect.

The pilot wrote in his report to the NTSB that he was landing to the west on Eyak Lake. Prior to touchdown, he saw a flock of geese on the lake and lengthened his landing approach to over fly them. When he touched down, he soon realized he would not be able to stop the airplane prior to hitting the shore, and that he had insufficient room to abort the landing. The airplane continued toward the shoreline, ran up on the bank, and struck a tree with the left wing and float. The left wing sustained substantial damage.

In the section of the NTSB Report titled "Recommendation (How Could This Accident Been Prevented)", the pilot wrote: "... Should have made a go-around... miscalculated."

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 1, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	778 hours (Total, all aircraft), 268 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1005F
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502677
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	April 29, 1997 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2400 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	THEODORE J. SHAW	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CDV	Distance from Accident Site:	
Observation Time:	15:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	25 miles
Lowest Ceiling:	Overcast / 4400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YAKUTAT , AK (2Y3)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	EYAK LAKE CKU	Runway Surface Type:	Water
Airport Elevation:	5 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.789371,-145.609115(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	JAMES J VUILLE (FAA); JUNEAU , AK
Original Publish Date:	November 10, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3004

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