



Aviation Investigation Final Report

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|--------------------------------|------------------------------|-------------------------|-------------|
| Location: | KOTZEBUE, Alaska | Accident Number: | ANC97LA136 |
| Date & Time: | August 30, 1997, 19:50 Local | Registration: | N93276 |
| Aircraft: | Cessna 185F | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

The pilot landing the tundra tire equipped airplane on a 600 feet long x 75 feet wide gravel landing area. The pilot stated that the off-airport site was too short to stop, so he attempted to ground loop to the left to avoid running off the end into a drop off. The right wing and right stabilizer contacted the ground.

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 landing area. A factor was the short length of the off-airport site.

Findings

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

Findings

1. (F) TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: ABRUPT MANEUVER
Phase of Operation: LANDING - ROLL

Findings

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On August 30, 1997, at 1950 Alaska daylight time, a tundra tire equipped Cessna 185F airplane, N93276, was substantially damaged when its right wing and right horizontal stabilizer contacted terrain at the end of an off-airport landing site, 28 miles northeast of Kotzebue, Alaska, at position 67-35 degrees north latitude, 161-47 west longitude. The commercial certificated pilot and one passenger were uninjured. The airplane was operated by Mavrik Aire of Soldotna, Alaska. The flight was conducted under 14 CFR Part 91 as a business flight preparing camps for the upcoming hunting season. Visual meteorological conditions prevailed at the time of the accident, and a flight plan was filed with a local lodge owner.

During an interview with the NTSB investigator, the pilot stated that he and an employee were landing at the 600 feet long x 75 feet wide site, in calm winds, and were not able to stop before reaching the end. The terrain steeply dropped off at the end of the landing area. The pilot attempted to ground loop the airplane to the left, the airplane tipped up on the right wing, and the right wing and right horizontal stabilizer struck the ground.

Pilot Information

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| Certificate: | Commercial | Age: | 30, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | 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: | August 1, 1997 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 5000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | Cessna | Registration: | N93276 |
| Model/Series: | 185F 185F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 185-03208 |
| Landing Gear Type: | Tailwheel | Seats: | 6 |
| Date/Type of Last Inspection: | August 1, 1997 100 hour | Certified Max Gross Wt.: | 3350 lbs |
| Time Since Last Inspection: | 50 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 6000 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520D |
| Registered Owner: | PAT LOCKHART | Rated Power: | 300 Horsepower |
| Operator: | CRAIG M. SCHWEITZER | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | MAVRIK AIRE | Operator Designator Code: | M9UC |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------|
| 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: | Scattered / 4000 ft AGL | Visibility | 50 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 10°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | , AK (OTZ) | Type of Flight Plan Filed: | Company VFR |
| Destination: | SQUIRREL RIVER , AK | Type of Clearance: | None |
| Departure Time: | 19:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---|----------------------------------|------------------------------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Full stop;Valley/terrain following |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 67.240028,-161.189788(est) |

Administrative Information

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| Investigator In Charge (IIC): | Thomas, Matthew |
| Additional Participating Persons: | DAVID A SMITH; FAIRBANKS , AK |
| Original Publish Date: | November 6, 1998 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=3057 |

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](#).