



Aviation Investigation Final Report

Location:	TALKEETNA, Alaska	Accident Number:	ANC98LA066
Date & Time:	June 8, 1998, 11:00 Local	Registration:	N9247G
Aircraft:	Cessna 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot had unloaded his cargo of fuel oil, and was preparing to depart the remote airstrip. While back taxiing prior to departure, the airplane's left main wheel hit a hole in the center of the airstrip. The airplane's tail veered to the right, and the left main gear leg collapsed. The left wing struck the runway and sustained substantial damage. The pilot said there were no preimpact mechanical difficulties with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to identify an unsafe/hazardous taxiway condition. A factor associated with this accident was the presence of rough and uneven terrain conditions.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2: GEAR COLLAPSED
Phase of Operation: TAXI

Factual Information

On June 8, 1998 about 1100 Alaska daylight time, a wheel equipped Cessna 188B airplane, N9247G, sustained substantial damage while taxiing at a remote airstrip, about 45 miles northwest of Talkeetna, Alaska. The airplane was being operated as a visual flight rules (VFR) business flight under Title 14 CFR Part 91 when the accident occurred. The solo commercial pilot was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Willow Airport, Willow, Alaska, about 1030.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on June 8, the pilot reported that he had unloaded his cargo of fuel oil, and was preparing to depart. While back taxiing to the west prior to departure, the airplane's left main wheel hit a hole in the center of the airstrip. The airplane's tail veered to the right, and the left main gear leg collapsed. The left wing struck the runway and sustained substantial damage.

The pilot indicated there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
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:	February 17, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3900 hours (Total, all aircraft), 95 hours (Total, this make and model), 3820 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9247G
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801435T
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	December 15, 1997 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	200 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4200 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D23
Registered Owner:	NEIL BURLSON	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	NORTHERN ALPS, INC.	Operator Designator Code:	

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:	Thin Overcast / 800 ft AGL	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLOW , AK (UUO)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHELATNA AIRSTRIP	Runway Surface Type:	Gravel
Airport Elevation:	1384 ft msl	Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	62.449291,-149.790649(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	PAUL E RAKER (FAA); ANCHORAGE , AK
Original Publish Date:	November 17, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3152

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