



Aviation Investigation Final Report

Location:	OLA, Idaho	Accident Number:	SEA96LA002
Date & Time:	October 4, 1995, 12:00 Local	Registration:	N70221
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING TAKEOFF THE TAILWHEEL IMPACTED A HIDDEN BOULDER, MOMENTARILY DISRUPTING DIRECTIONAL CONTROL. DURING THE COURSE OF THE PILOT'S RECOVERY ATTEMPT, HE ELECTED TO CONTINUE THE TAKEOFF. THE RIGHT WING TIP STRUCK THE GROUND, PARTIALLY SEPARATING THE AILERON. THE PILOT CONTINUED HIS FLIGHT TO THE NEAREST AIRPORT WITH APPROPRIATE EMERGENCY EQUIPMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight preparation by failing to determine that the takeoff area was clear of obstructions. The rock was a factor.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. TERRAIN CONDITION - ROCK(S)/BOULDER(S)
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Factual Information

On October 4, 1995, approximately 1200 mountain daylight time, N70221, a Cessna A185E, sustained substantial damage when it dragged a wing during takeoff at a private airstrip near Ola, Idaho. The airline transport pilot, the sole occupant, was uninjured. There was no flight plan for the flight, and the ELT did not actuate. The pilot continued to Boise, Idaho, which was his destination.

Although he was aware of damage to the aircraft, the pilot elected to overfly Emmett, Idaho, due to lack of emergency services. He continued to Boise, where he declared an emergency, and reported having control difficulties prior to landing at Boise. He landed with a flat main landing gear tire. An FAA inspector inspected the aircraft and stated that the right aileron was hanging down about 60 degrees, and a spar in the outboard portion of the wing was damaged.

The pilot stated that during the takeoff roll, about the time the tail would normally come off the ground, the tail was abruptly swung to the right and the airplane started a skidding left turn that could not be arrested with full right rudder and brake. The pilot elected to continue his takeoff due to speed and braking constraints. The aircraft continued to the left for about 200 feet in an uncontrolled left skid, then very suddenly swung to the right. The pilot stated that the right wing hit the ground at that time. The pilot recovered and became airborne, and noted damage to the right wing and aileron. He elected to continue on to Boise as the aircraft appeared to be controllable and he wished to land where emergency equipment was available.

After landing at Boise, the pilot later returned to Ola, where he found a boulder, about the size of a football, on the runway, immediately preceding skid marks to the left. He believed the tailwheel struck the rock, unlocking the tailwheel, and causing the original directional excursion.

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 16, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 350 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N70221
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502065
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 3, 1995 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	890 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	DAVID B. MERRITT	Rated Power:	285 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	BOISE , ID (BOI)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE AIRSTRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	3600 ft msl	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 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:	44.270439,-116.310585(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	MIKE MISNICK; BOSIE , ID
Original Publish Date:	February 8, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42297

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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](#).