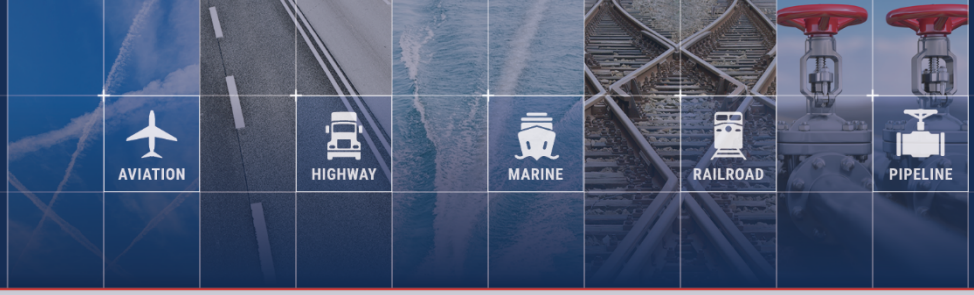


# Aviation Investigation Final Report

| | | | |
|---|---|---|---|
| **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 preceeding 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.ntsb.gov/Docket?ProjectID=42297 |