



Aviation Investigation Final Report

Location:	TOK, Alaska	Accident Number:	ANC86LA056
Date & Time:	May 12, 1986, 17:45 Local	Registration:	N4761Q
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT-IN-COMMAND STATED THAT UPON LANDING IN A CROSSWIND, A GUST OF WIND CAUSED THE AIRPLANE TO BECOME AIRBORNE. UPON TOUCHING DOWN AGAIN THE AIRPLANE WAS IN A CRAB AND THE PILOT LOST CONTROL AND THE AIRPLANE STRUCK THE LEFT WINGTIP, THEN THE RIGHT WINGTIP, ON THE GROUND, AND THEN NOSED OVER. THE AIRPLANE REMAINED ON THE RUNWAY'S SURFACE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 18, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 254 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4761Q
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-1226
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	October 4, 1985 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	332 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6904 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	STATE OF ALASKA	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORTHWAY , AK (ORT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:25 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	TOK JUNCTION 6K8	Runway Surface Type:	Macadam
Airport Elevation:	1630 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	63.179752,-143.099594(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4661>

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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](#).