



# Aviation Investigation Final Report

<b>Location:</b>	NORTH POLE, Alaska	<b>Accident Number:</b>	ANC99LA088
<b>Date &amp; Time:</b>	June 22, 1999, 06:30 Local	<b>Registration:</b>	N4205N
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The certificated private pilot was landing on a grass-covered private airstrip. The airstrip was about 2,000 feet long, and about 75 feet wide. The pilot reported his landing approach was high, and he landed long, about 3/4 down the runway, on wet grass. A light rain was falling. The pilot applied the brakes, and locked them. The airplane began to skid, and drifted to the right. The right wing tip struck tall brush along the right side of the airstrip, and the airplane pivoted to the right. It continued to skid sideways until the left main landing gear caught on the turf. The left wing then struck the ground. The airplane received damage to both wings, the fuselage, and the landing gear.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudged his altitude and airspeed, and his failure to maintain directional control of the airplane. Factors in the accident were a wet grass runway, and the pilot's excessive application of the brakes.

## Findings

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

### Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
  3. (F) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
  4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
  5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - HIGH VEGETATION
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

On June 22, 1999, about 0630 Alaska daylight time, a wheel equipped Cessna 140 airplane, N4205N, sustained substantial damage while landing at a private airstrip, about 5 miles northwest of North Pole, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The certificated private pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at the Clear Creek Army Airport, about 20 miles south of North Pole, about 0600.

On July 8, 1999, a Federal Aviation Administration (FAA) operations inspector, Fairbanks Flight Standards District Office (FSDO), reported he received notification of the accident on July 7, 1999, and he interviewed the pilot the same day. According to the FAA inspector, the pilot said he was landing on a grass-covered private airstrip known as Peede Road Strip. The airstrip is about 2,000 feet long, and about 75 feet wide. The pilot reported he landed long, about 3/4 down the runway, on wet grass. A light rain was falling. He applied the brakes, and locked them. The airplane began to skid, and drifted to the right. The right wing tip struck tall brush along the right side of the airstrip, and the airplane pivoted to the right. It continued to skid sideways until the left main landing gear caught on the turf. The left wing then struck the ground. The airplane received damage to both wings, the fuselage, and the landing gear.

In the Pilot/Operator report (NTSB form 6120.1/2) submitted by the pilot, he reported that his landing approach to the Peede Road airstrip was high. He said he touched down too far downfield, and applied heavy braking.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 8, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	182 hours (Total, all aircraft), 150 hours (Total, this make and model), 104 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4205N
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13676
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 16, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	18 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3861 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	DOUGLAS R. BOURNE	<b>Rated Power:</b>	115 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	, AK (2AK2)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PEEDE ROAD STRIP	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	460 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	64.770019,-147.329742(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	DENNIS A DELO (FAA); FAIRBANKS , AK
<b>Original Publish Date:</b>	August 3, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=46717">https://data.nts.gov/Docket?ProjectID=46717</a>

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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](#).