



# Aviation Investigation Final Report

<b>Location:</b>	BETTLES, Alaska	<b>Accident Number:</b>	ANC99LA109
<b>Date &amp; Time:</b>	August 7, 1999, 23:00 Local	<b>Registration:</b>	N731UW
<b>Aircraft:</b>	Cessna                      A188-B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The commercial certificated pilot was landing at a remote mining airstrip to repair an area of soft ground on the strip. The pilot reported that rain was falling at the time. The airstrip is about 1,000 feet long, and 50 feet wide, at an elevation of 1,120 feet msl. During the landing roll after touchdown, the left main tire entered the area of soft ground. The airplane ground looped to the left, and received damage to the right wing, the right horizontal stabilizer, and the right elevator.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing. A factor was soft terrain.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
  2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
- 

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

On August 7, 1999, about 2300 Alaska daylight time, a wheel equipped Cessna A188-B airplane, N731UW, sustained substantial damage during landing at a remote mining airstrip, about 50 miles north of Bettles, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14 CFR Part 91 when the accident occurred. The airplane was registered to Allwest Freight Corp., Flat, Alaska, and operated by the pilot. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Nenana Municipal Airport, Nenana, Alaska, about 2130.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 9, 1999, the pilot reported he was landing toward the south at the mine airstrip. The airstrip is oriented north/south, and is about 1,000 feet long, and 50 feet wide, at an elevation of 1,120 feet msl. The pilot said rain was falling, and he was flying to the airstrip to repair an area of soft ground on the strip. During the landing roll, the left main tire entered the area of soft ground. The airplane ground looped to the left, and received damage to the right wing, the right horizontal stabilizer, and the right elevator.

The pilot did not submit a Pilot/Operator report (NTSB form 6120.1/2).

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 19, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N731UW
<b>Model/Series:</b>	A188-B A188-B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18803175T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	ALLWEST FREIGHT CORP.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	WILLIAM H. MICHEL	<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>	Unknown	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	Broken / 3500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<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>	NENANA , AK (ENN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	67.240066,-152.27098(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	CHRIS FARNELL (FAA); FAIRBANKS , AK
<b>Original Publish Date:</b>	April 29, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=47156">https://data.ntsb.gov/Docket?ProjectID=47156</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).