



Aviation Investigation Final Report

Location:	SKWENTNA, Alaska	Accident Number:	ANC87LA053
Date & Time:	March 15, 1987, 16:45 Local	Registration:	N9618H
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE TAXIING ON SKIS AT EXCESS SPEED, THE PILOT LOST CONTROL OF THE AIRPLANE IN A CROSSWIND. THE LANDING GEAR BOX FAILED CAUSING SUBSTANTIAL DAMAGE TO THE AIRFRAME AND PROPELLER.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. LANDING GEAR,SKI ASSEMBLY - MOVEMENT RESTRICTED
2. (F) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (F) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
5. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
7. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Private	Age:	43, 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:	Unknown Unknown	Last FAA Medical Exam:	September 5, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3604 hours (Total, all aircraft), 968 hours (Total, this make and model), 3308 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9618H
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503454
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 13, 1986 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	953 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	RAY SANFORD DICKEY, JR.	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	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (AK83)	Type of Flight Plan Filed:	None
Destination:	FISH LAKES , AK	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKWENTNA SKW	Runway Surface Type:	Ice
Airport Elevation:	140 ft msl	Runway Surface Condition:	Ice
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	4000 ft / 250 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.92908,-151.729095(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons: CHARLES L CRUM;

Original Publish Date: May 9, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4835>

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](#).