Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	**Accident Number:**	ANC00TA059
Date & Time:	May 19, 2000, 10:45 Local	**Registration:**	N1789
Aircraft:	Cessna 185F	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot was conducting local area recurrent training in a tailwheel-equipped airplane with a second pilot. He conducted about 10 takeoff and landings on a gravel surface airstrip that is 3,000 feet long, and 75 feet wide. On the next landing, the pilot landed about 12 to 14 feet to the right of the unmarked center of the runway. When the pilot attempted to return to the center of the runway, he momentarily over-controlled the airplane, and the airplane veered to the right, off the right side of the runway. The pilot inadvertently applied excessive brake, locking the brakes, and the airplane nosed over. The airplane received damage to the propeller, engine mount, left wing lift strut, the vertical stabilizer, and the rudder. The pilot did not indicate having any recent flight experience in the previous 90 days.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper remedial action and his failure to maintain directional control of the airplane during landing. A factor in the accident was the pilot's excessive use of the airplane brakes.

Findings

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

Findings

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
4. (F) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On May 19, 2000, about 1045 Alaska daylight time, a wheel equipped Cessna 185F airplane, N1789, sustained substantial damage while landing on runway 25 at the Goose Bay airstrip, about 9 miles northwest of Anchorage, Alaska, at latitude 61 degrees, 23.67 minutes north, and longitude 149 degrees, 50.73 minutes west. The airplane was being operated as a visual flight rules (VFR) local area government flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the U.S. Department of Justice, U.S. Marshall Service. The first pilot, a commercial certificated pilot, and the second pilot, an airline transport pilot, received minor injuries. Visual meteorological conditions prevailed. The flight originated at the Anchorage International airport, Anchorage, Alaska, at 0905.

At 1530, the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), was contacted by the aviation safety officer for the Justice Prisoner and Alien Transportation System (JPATS) division, of the U.S. Marshall Service, Oklahoma City, Oklahoma. The safety officer reported the pilots were conducting local area recurrent training at the Goose Bay airstrip. The gravel surface airstrip is 3,000 feet long, and 75 feet wide. The first pilot made about eight landings. On the next landing, the pilot landed about 12 to 14 feet to the right of the unmarked center of the runway. The safety officer reported that when the pilot attempted to return to the center of the runway, he momentarily over-controlled the airplane, and the airplane veered to the right, off the right side of the runway. The pilot inadvertently applied excessive braking, locking the brakes, and the airplane nosed over. The airplane received damage to the propeller, engine mount, left wing lift strut, the vertical stabilizer, and the rudder.

The NTSB Pilot/Operator Report submitted by the U.S. Marshall Service, included written statements from each pilot, and a narrative description of the accident by the aviation safety officer for JPATS. The report indicated the pilots were conducting recurrent training in a tailwheel airplane. The second pilot was initially flying from the left seat, and made three takeoff and landings. He then switched to the right seat, and made one takeoff and landing. The second pilot did not hold a flight instructor certificate, and did not hold a U.S. Marshall Service check-pilot designation.

The first pilot then completed 10 takeoff and landings from the left seat. On the final landing, the first pilot lost control of the airplane. The first pilot had accrued about 32 hours in the accident airplane make and model. The NTSB Pilot/Operator Report did not list any flight experience for the first pilot in the previous 90 days.

The closest official weather observation station is Anchorage, which is located 9 nautical miles south of the accident site. At 1053, an Aviation Routine Weather Report (METAR) was reporting, in part: Wind, 110 degrees (true), varying between 020 and 180 degrees, at 7 knots; visibility, 10 statute miles in light rain; clouds and sky condition, 2,800 feet broken, 4,000 feet

overcast; temperature, 46 degrees F; dew point, 39 degrees F; altimeter, 29.80 inHg.

Pilot Information

Certificate:	Commercial	**Age:**	48,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:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	January 4, 2000
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	848 hours (Total, all aircraft), 32 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N1789
Model/Series:	185F 185F	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18502342
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	June 9, 1999 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:	46 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2482 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-520D-26
Registered Owner:	U.S. MARSHALL SERVICE	**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:	PAN ,144 ft msl	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	10:53 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken / 2800 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	86°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	8°C / 4°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	, AK (PANC)	**Type of Flight Plan Filed:**	None
Destination:	(Z40)	**Type of Clearance:**	None
Departure Time:	09:05 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	GOOSE BAY Z40	**Runway Surface Type:**	Gravel
Airport Elevation:	78 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	3000 ft / 75 ft	**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	61.160121,-149.990814(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DALTON FORTNEY (FAA); ANCHORAGE , AK DAVID MORTON (JPATS); OKLAHOMA CITY , OK
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49252