



Aviation Investigation Final Report

Location:	ILIAMNA, Alaska	Accident Number:	ANC00LA123
Date & Time:	September 13, 2000, 21:00 Local	Registration:	N72775
Aircraft:	Cessna 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was landing a tailwheel-equipped airplane. During the landing roll, the passenger's feet became entangled in the rudder pedals. The airplane departed the left side of the runway, went into a ditch, and nosed over. The airplane received damage to the propeller, the vertical stabilizer, and the left wing lift strut. The wind was calm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A failure of the pilot to maintain directional control of the airplane. Factors in the accident were the passenger's inadvertent interference with the controls, and a ditch along the runway.

Findings

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

Findings

1. (F) CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 2. (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

3. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On September 13, 2000, about 2100 Alaska daylight time, a Cessna 120 airplane, N72775, sustained substantial damage during landing at the Iliamna Airport, Iliamna Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight to Naknek, Alaska, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot was not injured. The sole passenger received minor injuries. Visual meteorological conditions prevailed. A VFR flight plan was filed. The flight originated at the Homer Airport, Homer, Alaska, at 1900.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 14, the pilot reported that while en route to Naknek, she decided to land at Iliamna for the evening. The pilot said she touched down on runway 35, and during the landing roll, the passenger's feet became entangled in the rudder pedals. The airplane departed the left side of the runway, went into a ditch, and nosed over. The airplane received damage to the propeller, the vertical stabilizer, and the left wing lift strut.

At 2053, an automated weather observation system (AWOS) at Iliamna was reporting, in part: Wind, calm; visibility, 10 statute miles; clouds and sky condition, 4,400 feet broken, 5,500 feet overcast; temperature, 46 degrees F; dew point, 42 degrees F; altimeter, 29.44 inHg.

Pilot Information

Certificate:	Private	Age:	47,Female
Airplane Rating(s):	Single-engine land	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 5, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	275 hours (Total, all aircraft), 237 hours (Total, this make and model), 275 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72775
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9958
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 1997 Annual	Certified Max Gross Wt.:	1475 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2400 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	JERI HASKELL	Rated Power:	115 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:	Dusk
Observation Facility, Elevation:	PAI ,1207 ft msl	Distance from Accident Site:	
Observation Time:	20:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 4400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOMER , AK (PAHO)	Type of Flight Plan Filed:	VFR
Destination:	NAKNEK , AK (5NK)	Type of Clearance:	VFR
Departure Time:	19:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	ILIAMNA PAIL	Runway Surface Type:	Gravel
Airport Elevation:	207 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4800 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	59.850887,-154.55928(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	ROBERT MERCER (FAA); ANCHORAGE , AK
Original Publish Date:	July 10, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50261

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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](#).