



# Aviation Investigation Final Report

<b>Location:</b>	DRIGGS, Idaho	<b>Accident Number:</b>	SEA01LA006
<b>Date &amp; Time:</b>	October 17, 2000, 15:45 Local	<b>Registration:</b>	N93981
<b>Aircraft:</b>	Cessna 185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot landed in calm wind conditions, and the initial part of the landing roll was uneventful. But as the aircraft began to decelerate, it started to drift toward the side of the runway. As the pilot began to apply corrective actions, the soles of his boots caught on either the rudder pedals or each other. He was therefore temporarily unable to make corrective rudder inputs, and by the time he was able to free his feet, the aircraft had entered a ground loop from which he was unable to recover. As the aircraft continued its ground loop, it departed the side of the runway, encountered soft terrain and nosed over.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. Factors include soft terrain adjacent to the runway.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SOFT



## Factual Information

On October 17, 2000, approximately 1545 mountain daylight time, a Cessna 185F, N93981, nosed over during the landing roll at Driggs Municipal Airport, Driggs, Idaho. The airline transport pilot and his passenger were not injured, but the aircraft, which was owned and operated by Teton Holding Company, LLC, sustained substantial damage. The 14 CFR Part 91 business flight, which departed Rexburg, Idaho, about 15 minutes prior to the accident, was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, who was landing in calm wind condition, the touchdown and beginning of the landing roll were uneventful. But as the aircraft began to slow, it started to drift to the right and he attempted to apply corrective rudder inputs. During his attempt to realign the aircraft with the runway, the soles of the hiking boots he was wearing got caught on either the edge of the rudder pedals or on each other. He was therefore momentarily unable to apply the appropriate corrective inputs, and by the time he was able to freely move his feet, the aircraft had entered a ground loop from which he was unable to recover. During the ground loop, the aircraft departed the runway, encountered soft terrain and nosed over.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<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>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 3, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10300 hours (Total, all aircraft), 100 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 109 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N93981
<b>Model/Series:</b>	185F 185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	18503272
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 22, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1315 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D-24
<b>Registered Owner:</b>	TETON HOLDING CO., LLC	<b>Rated Power:</b>	300 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>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	REXBURG , ID (RXE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(U59 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TETON PEAKS U59	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6228 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7300 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>	43.729198,-111.221(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Anderson, Orrin
<b>Additional Participating Persons:</b>	TOM KUHLMAN;
<b>Original Publish Date:</b>	May 18, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50506">https://data.ntsb.gov/Docket?ProjectID=50506</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](#).