



Aviation Investigation Final Report

Location:	KAKTOVIK, Alaska	Accident Number:	ANC00LA103
Date & Time:	August 16, 2000, 22:30 Local	Registration:	N1205F
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot stated he began the takeoff roll, and the airplane hit a rut in the 2,000 feet long by 50 feet wide gravel airstrip. He stated the airplane swerved to the left, departed the edge of the airstrip, and nosed over. The airplane sustained substantial damage to both wings, and the vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable takeoff area on the airstrip. Factors associated with this accident were the rough takeoff area, and the pilot's loss of directional control.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On August 16, 2000, about 2230 Alaska daylight time, a tundra tire equipped Cessna 185 airplane, N1205F, sustained substantial damage when it nosed over during takeoff from the Bar-A airstrip, about 30 miles east of Kaktovik, Alaska, at 69 degrees, 52.979 minutes north latitude, 142 degrees, 18.592 minutes west longitude. The solo commercial pilot was not injured. The flight was being conducted by North Quest Aviation of Fairbanks, Alaska, under 14 CFR Part 91, as a repositioning leg after dropping off hunting clients. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was filed.

During a telephone interview with the NTSB investigator-in-charge on August 17, the pilot stated he began the takeoff roll, and the airplane hit a rut in the 2,000 feet long by 50 feet wide gravel airstrip. He stated the airplane swerved to the left, departed the edge of the airstrip, and nosed over. The airplane sustained substantial damage to both wings, and the vertical stabilizer.

The pilot did not complete an NTSB accident report form as requested.

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 10, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1205F
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502768
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520D
Registered Owner:	WILLIAM E. ANKER	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	NORTH QUEST AVIATION	Operator Designator Code:	NQ7C

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	(BTI)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BAR-A AIRSTRIP	Runway Surface Type:	Gravel
Airport Elevation:	10 ft msl	Runway Surface Condition:	Holes;Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	70.119514,-143.660964(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	DONALD NELSON(FAA FSDO); FAIRBANKS , AK
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50982

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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](#).