



# Aviation Investigation Final Report

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<b>Location:</b>	Chugiak, Alaska	<b>Accident Number:</b>	ANC02LA056
<b>Date &amp; Time:</b>	June 21, 2002, 20:30 Local	<b>Registration:</b>	N9378H
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the accident airplane made a straight-in approach to the 1,000 feet long airstrip. The pilot said he thought his ground speed felt a little fast, and that he thought he might have landed with a tailwind. He said the airplane touched down about halfway down the runway. He said when the main wheels touched he applied the brakes, the wheels locked-up, and the airplane nosed over. The airplane came to rest upside down near the center of the airstrip. A postaccident inspection by the pilot's mechanic disclosed no anomalies with the brakes.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive braking, which resulted in a noseover during landing. Factors associated with the accident were the pilot's improper touchdown point, and landing with a tailwind.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
3. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND



## Factual Information

On June 21, 2002, about 2030 Alaska daylight time, a Cessna 185 airplane, N9378H, sustained substantial damage when it nosed over during landing at Bold airstrip, about 18 miles east of Chugiak, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Iliamna airport, Iliamna, Alaska, about 1900.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on June 24, the pilot said he was making a landing toward the east on the 1,000 feet long runway at Bold airstrip when the accident occurred. He said on final approach he felt his airspeed, 80 to 90 knots, was a little too fast, and that he might have had a tailwind. He said the airplane touched down about halfway down the runway, and he immediately applied the brakes. He said the brakes locked-up, and the airplane nosed over. The airplane came to rest upside down near the center of the airstrip.

The airplane sustained damage to the wings, fuselage, and tail.

After the airplane was recovered from the accident site, the pilot related to the NTSB IIC during a telephone conversation that his mechanic did not find any evidence of a preaccident malfunction of the airplane's brake system.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 3, 2001
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	122 hours (Total, all aircraft), 37 hours (Total, this make and model), 39 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9378H
<b>Model/Series:</b>	185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503434
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 1, 2002 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5580 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D24B
<b>Registered Owner:</b>	William Scoular	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	William Scoular	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	PABV,96 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	20:35 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Iliamna, AK (PAIL)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bold Airstrip, AK (A13)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Bold Airstrip A13	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	900 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 30 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	61.341388,-148.998886

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Chuck McGee; Federal Aviation Administration FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	January 16, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=55037">https://data.ntsb.gov/Docket?ProjectID=55037</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](#).