



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC03LA052
Date & Time:	May 28, 2003, 18:45 Local	Registration:	N70162
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The airline transport certificated pilot was performing a full stop landing in a tailwheel and tundra tire-equipped airplane with a 15-knot right quartering crosswind. The pilot reported that during the landing, as the tailwheel touched the runway, the right wing began to rise. He added engine power to abort the landing, but the left wing struck the runway as the airplane became airborne. The pilot then performed an uneventful landing. An examination of the left wing disclosed damage to the outboard left wing rib, and the outboard left aileron rib.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for a crosswind during the landing roll. A factor contributing to the accident was the presence of a crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On May 28, 2003, about 1845 Alaska daylight time, a tailwheel and tundra tire-equipped Cessna 185 airplane, N70162, sustained substantial damage when the left wing struck the runway surface during an aborted landing at the Fort Wainwright Army Airfield, Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) local area orientation flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the U.S. Department of the Interior, Office of Aviation Services. The airline transport certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Fort Wainwright Airfield about 1750.

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC), was notified of the accident on May 29, by an air safety investigator with the Office of Aviation Services. He reported that the pilot was conducting an area orientation flight for the passenger. The investigator said the pilot was performing a crosswind landing on runway 24 at Fort Wainwright with full flaps. During the landing, as the tailwheel touched the runway, the right wing began to rise. The pilot added engine power to abort the landing, but the left wing struck the runway as the airplane became airborne. The pilot then performed an uneventful landing.

The airplane was examined by maintenance personnel from Fairbanks. The examination disclosed damage to the outboard left wing rib, and the outboard left aileron rib.

At 1855, an Aviation Routine Weather Report (METAR) at Fort Wainwright was reporting, in part: Wind, 330 degrees (true) at 15 knots; visibility, 13 statute miles; clouds and sky condition, few at 8,000 feet, 20,000 feet scattered; temperature, 66 degrees F; dew point, 35 degrees F; altimeter, 29.77 inHg.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 4, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 30, 2003
Flight Time:	4500 hours (Total, all aircraft), 12 hours (Total, this make and model), 4250 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N70162
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502028
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 2, 2003 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520D
Registered Owner:	U.S. DEPARTMENT OF THE INTERIOR	Rated Power:	300 Horsepower
Operator:	BUREAU OF LAND MANAGEMENT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAFB,454 ft msl	Distance from Accident Site:	
Observation Time:	18:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	13 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	305°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	19°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS, AK (PAFB)	Type of Flight Plan Filed:	Company VFR
Destination:	(PAFB)	Type of Clearance:	VFR
Departure Time:	17:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	WAINWRIGHT AAF PAFB	Runway Surface Type:	Asphalt
Airport Elevation:	454 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	8570 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	64.837501,-147.61444

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	CHRIS FARNELL; FAA-AL-FAI FSDO 01; FAIRBANKS, AK
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57080

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](#).