



Aviation Investigation Final Report

Location:	Sinclair Is., Washington	Accident Number:	SEA03LA150
Date & Time:	July 19, 2003, 14:00 Local	Registration:	C-FHMY
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was taxiing for takeoff on a crowned grass airstrip which was bordered on both sides by ditches when the airplane started going sideways. The right landing gear went off the side of the airstrip, into a ditch, clipped a fence, and proceeded into an adjacent pasture, rotating 90 degrees to the right before coming to a stop in an upright position. There was substantial damage to the underside of the right elevator, the left elevator and stabilizer, the right aileron, and the right outboard underwing area.

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 while taxiing for takeoff. Factors contributing to the accident were the ditch and the fence.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

2. (F) OBJECT - FENCE

3. (F) TERRAIN CONDITION - DITCH

Factual Information

On July 19, 2003, approximately 1400 Pacific daylight time, a Canadian registered Cessna 185, C-FHMY, registered to a private individual and being flown by a German certificated private pilot, sustained substantial damage after a loss of control while taxiing for takeoff at a private grass strip on Sinclair Island, Washington. The pilot and his two passengers were not injured. Visual meteorological conditions prevailed for the local flight, and a flight plan was not filed. The flight, which was personal, was operated under 14 CFR Part 91, and was originating from the private strip at the time of the accident.

In a telephone interview with the NTSB investigator-in-charge, the pilot reported that as he was taxiing for takeoff on a crowned grass airstrip which was bordered on both sides by ditches, the airplane started going sideways. The pilot stated that "somehow" he got the wheel off the strip and into the bordering ditch. The aircraft subsequently "clipped" a fence, rotated 90 degrees to the right, and came to rest in an upright position in an adjacent pasture.

An FAA inspector, who traveled to the accident site, reported substantial damage to the underside of the right elevator, the left elevator and stabilizer, the right aileron, and the right outboard underwing area.

Pilot Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	C-FHMY
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-02349
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 26, 2003 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	18.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6237.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-570D
Registered Owner:	Alfred Brust	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FHR,113 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	23°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sinclair, Is., WA	Type of Flight Plan Filed:	None
Destination:	Urban, WA	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Runway Surface Type:	Grass/turf
Airport Elevation:	Runway Surface Condition:	Dry
Runway Used:	IFR Approach:	Unknown
Runway Length/Width:	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	48.621665,-122.682777

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Robert Nantz; Federal Aviation Administration; Renton, WA
Original Publish Date:	December 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57542

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](#).