



Aviation Investigation Final Report

Location:	YAKUTAT, Alaska	Accident Number:	ANC92LA151
Date & Time:	August 29, 1992, 18:45 Local	Registration:	N3347L
Aircraft:	CESSNA 185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT IN COMMAND OF THE 14 CFR PART 135 ON DEMAND SIGHTSEEING FLIGHT REPORTED THAT SHORTLY AFTER THE MAIN LANDING GEAR TIRES TOUCHED DOWN ON THE RUNWAY SURFACE, THE AIRPLANE VEERED SHARPLY TO THE LEFT. DEPRESSING THE RIGHT RUDDER PEDAL AND APPLYING HEAVY BRAKING TO THE RIGHT WHEEL HAD NO NOTICEABLE AFFECT ON THE DIRECTIONAL CONTROL OF THE AIRPLANE. THE PILOT BELIEVED THAT THE CONTROL DIFFICULTY MAY HAVE BEEN DUE TO THE UNINTENTIONAL DEPRESSING OF THE LEFT RUDDER PEDAL BY THE PASSENGER SEATED IN THE RIGHT FRONT SEAT. THE PASSENGER DENIED THIS TO BE THE CASE. A POST ACCIDENT INSPECTION OF THE AIRPLANE BY THE OPERATOR FOUND NO DIFFICULTIES WITH THE PLANE'S FLIGHT AND GROUND CONTROL DIRECTIONAL SYSTEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND NOT MAINTAINING DIRECTIONAL CONTROL OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - RUNWAY LIGHT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41,Female
Airplane Rating(s):	Single-engine land; Single-engine sea	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--no waivers/lim.	Last FAA Medical Exam:	May 27, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2559 hours (Total, all aircraft), 91 hours (Total, this make and model), 2559 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3347L
Model/Series:	185E 185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185 1275
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	August 20, 1992 100 hour	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8208 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520D
Registered Owner:	GULF AIR TAXI, INC.	Rated Power:	300 Horsepower
Operator:	GULF AIR TAXI, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GAA

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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	50°C / 47°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	18:15 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	YAKUTAT YAK	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	7748 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	59.510559,-139.710098(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	BOB KOLVIG; JUNEAU , AK
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5795

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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](#).