



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	ANC04LA090
Date & Time:	August 7, 2004, 17:30 Local	Registration:	N61609
Aircraft:	Cessna 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was landing with a left crosswind. At touchdown, the airplane veered to the right and departed off the right side of the runway. The airplane then collided with a ditch, and the right main landing gear strut was torn off the airplane. The airplane received structural damage to the landing gear, fuselage, and the right wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for a crosswind during landing and his failure to maintain directional control, which resulted in a loss of control and collision with a ditch. A factor contributing to the accident was a crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On August 7, 2004, about 1730 Alaska daylight time, a tundra tire-equipped Cessna 185F airplane, N61609, sustained substantial damage when it departed off the runway and collided with a ditch during landing at the Wasilla Airport, Wasilla, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. No flight plan was filed, nor was one required. The flight departed from the Big Lake Airport, Big Lake, Alaska, about 1500.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 10, the pilot reported that he was landing on runway 21 at Wasilla. He said that the wind conditions consisted of a left crosswind that was blowing about 15 knots with gusts to 25 knots from about 150 degrees. He indicated that at touchdown, the airplane veered to the right and departed off the right side of the runway. The airplane then collided with a ditch, and the right main landing gear strut was torn off the airplane. The airplane received structural damage to the landing gear, fuselage, and the right wing.

Pilot Information

Certificate:	Private	Age:	75, Male
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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 20, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 30, 2004
Flight Time:	1000 hours (Total, all aircraft), 750 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N61609
Model/Series:	185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504235
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 4, 2003 Annual	Certified Max Gross Wt.:	3333 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1847 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	I0550-D
Registered Owner:	George F. Kalmbach	Rated Power:	315 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Lake, AK (BGQ)	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK (PAWS)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Wasilla PAWS	Runway Surface Type:	Asphalt
Airport Elevation:	354 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	61.571666,-149.540283

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	David Withrow; FAA-AL-ANC FSDO 03; Anchorage, AK
Original Publish Date:	February 24, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59890

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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](#).