



Aviation Investigation Final Report

Location:	Delta Junction, Alaska	Accident Number:	ANC05TA106
Date & Time:	July 6, 2005, 13:00 Local	Registration:	N8360Q
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Public aircraft - federal		

Analysis

The airline transport certificated pilot was landing at a remote mining airstrip during a public use flight under Title 14, CFR Part 91. The airstrip slopes uphill, and is about 1,000 feet long, and about 16 feet wide. The pilot indicated that during the landing roll, the right main landing gear tire dropped into a rut, pulling the airplane to the right, into several willow trees. During an inspection of the airplane at a Department of Interior repair facility, inspectors discovered damage to an inboard stabilizer rib, which required a major repair. The accident airstrip was examined by an air safety investigator with the Department of the Interior, Aviation Management Directorate, Aviation Safety Division. The investigator reported that the airplane's tailwheel contacted the ground about 53 feet before the beginning of the airstrip. The main landing gear tires contacted the airstrip surface about 75 feet after the initial tailwheel strike. The propeller struck the ground about 52 feet beyond the approach end of the airstrip, and about 30 feet from the initial contact with the main wheels. Following the propeller strikes, the airplane veered to the right and ran through several 2 to 4 foot tall willow trees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/altitude during the landing touchdown and subsequent undershoot, and his failure to maintain directional control of the airplane during the landing roll, which resulted in an on-ground encounter with high vegetation.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 6, 2005, about 1300 Alaska daylight time, a tundra tire-equipped Cessna 185 airplane, N8360Q, sustained substantial damage when it collided with small willow trees during the landing roll at a remote airstrip, about 44 miles northeast of Delta Junction, Alaska. The airplane was being operated as a visual flight rules (VFR) public use flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the Bureau of Land Management, U.S. Department of the Interior, Anchorage, Alaska. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Delta Junction Airport, about 1215.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on July 22, the pilot reported that he was landing toward the east at a remote mining airstrip that was about 2,300 feet msl. He was delivering fuel to the airstrip in support of helicopter operations in the area. The airstrip, known as Last Chance Airstrip, slopes uphill, and is about 1,000 feet long, and about 16 feet wide. The pilot indicated that during the landing roll, the right main landing gear tire dropped into a rut, pulling the airplane to the right, into several willow trees. The propeller was damaged, which was subsequently changed, and the airplane was flown to a repair facility.

The Anchorage Chief, Division of Fleet Services for the Department of the Interior's, Aviation Management Directorate, reported that during an inspection of the airplane at their repair facility in Anchorage, inspectors found a small ripple in the underside of the right horizontal stabilizer skin. Further examination disclosed damage to an inboard stabilizer rib, which will require a major repair.

The Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, contained a narrative report that was prepared by an air safety investigator with the Department of the Interior, Aviation Management Directorate, Aviation Safety Division. The investigator reported that during an examination of the airstrip, he noted that the airplane's tailwheel contacted the ground about 53 feet before the beginning of the airstrip. The main landing gear tires contacted the airstrip surface about 75 feet after the initial tailwheel strike. The propeller struck the ground about 52 feet beyond the approach end of the airstrip, and about 30 feet from the initial contact with the main wheels. Following the propeller strikes, the airplane veered to the right and ran through several 2 to 4 foot tall willow trees.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 1, 2003
Flight Time:	10000 hours (Total, all aircraft), 800 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8360Q
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503666
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 2004 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3844 Hrs as of last inspection	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	20 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Delta Junction, AK (D66)	Type of Flight Plan Filed:	Company VFR
Destination:	Delta Junction, AK	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	

Airport Information

Airport:	Last Chance Airstrip	Runway Surface Type:	Gravel
Airport Elevation:	2300 ft msl	Runway Surface Condition:	Dry;Holes;Rough
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	1000 ft / 16 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:	64.391387,-144.274444

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Edward Kornfield; FAA-AL-ANC FSDO 03; Anchorage, AK Stephen Rauch; Aviation Management Directorate; Boise, ID
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62053

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](#).