



Aviation Investigation Final Report

Location:	Pedro Bay, Alaska	Accident Number:	ANC07LA100
Date & Time:	August 10, 2007, 09:00 Local	Registration:	N3306R
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The commercial pilot was landing at a remote tidal beach site. During the landing roll, the airplane began to veer to the left, towards the water, and the pilot was unable to correct the veer. The airplane ground looped to the left, the right main landing gear leg collapsed, and the right wing struck the surface of the beach. The airplane's right wing sustained substantial damage. The airplane was not recovered before being subjected to numerous tide cycles, and the airplane was damaged extensively before a postaccident inspection could be accomplished. In his written statement to the NTSB, the pilot wrote, in part: "I suspect the tail wheel malfunctioned."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The loss of control during the landing roll for an unknown reason.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

On August 10, 2007, about 0900 Alaska daylight time, a wheel equipped Cessna 185 airplane, N3306R, sustained substantial damage while landing at an off-airport site about 40 miles southeast of Pedro Bay, Alaska. The airplane was being operated as a visual flight rules (VFR) other work use flight under Title 14, CFR Part 91 when the accident occurred. The airplane was owned and operated by Rainbow Bay Resort, Pedro Bay. The commercial pilot and the four passengers were not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The flight originated at the Pedro Bay Airport about 0830.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 14, the pilot reported that he was landing at a remote tidal beach site, adjacent to the ocean waters of Cook Inlet. He said that after an uneventful landing the airplane began to veer to the left, towards the water, and he was unable to correct the veer. The airplane ground looped to the left, the right main landing gear leg collapsed, and the right wing struck the beach, receiving substantial damage. The airplane was not recovered before being subjected to numerous tide cycles, and the airplane was damaged extensively before a postaccident inspection could be accomplished.

The pilot noted in his written report to the NTSB, dated August 20, "I suspect the tail wheel malfunctioned."

Pilot Information

Certificate:	Commercial	Age:	66, 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 2 With waivers/limitations	Last FAA Medical Exam:	May 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 1, 2005
Flight Time:	12400 hours (Total, all aircraft), 3000 hours (Total, this make and model), 12400 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3306R
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502870
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	March 1, 2007 Annual	Certified Max Gross Wt.:	3550 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4668.7 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D-24
Registered Owner:	Rainbow Bay Resort, Inc.	Rated Power:	300 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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pedro Bay , AK	Type of Flight Plan Filed:	Company VFR
Destination:	Pedro Bay , AK	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

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:	

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	William K Bohman; Federal Aviation Administration; Anchorage, AK
Original Publish Date:	May 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=66776

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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](#).