



Aviation Investigation Final Report

Location:	Skwentna, Alaska	Accident Number:	ANC08LA029
Date & Time:	December 23, 2007, 14:35 Local	Registration:	N572E
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a wheel/ski-equipped airplane said that after landing on a frozen lake and while taxiing to parking, the airplane's right wheel/ski struck an area of crusty, ice-covered snow, and the right main landing gear collapsed. The pilot said that the airplane subsequently nosed over, and sustained substantial damage to the wings and vertical stabilizer. The pilot said that there were no preaccident mechanical anomalies with the airplane, and noted that his excessive taxi speed may have contributed to the landing gear collapse.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's selection of unsuitable terrain for taxi. Contributing to the accident were rough and uneven terrain, and an excessive taxi speed.

Findings

Factual Information

History of Flight

On December 23, 2007, about 1435 Alaska standard time, a wheel/ski equipped Cessna 185 airplane, N572E, sustained substantial damage while taxiing after landing on a frozen lake, about 10 miles east of Skwentna, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91, when the accident occurred. The private pilot and sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane departed the Lake Hood Airstrip, Anchorage, Alaska, about 1400.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on January 8, 2008, the pilot reported that while taxiing to parking, the right wheel/ski struck an area of crusty, ice-covered snow. He said that the right main landing gear collapsed, and the airplane nosed over. The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical anomalies with the airplane, and noted that his excessive taxispeed may have contributed to the landing gear collapse.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2006
Flight Time:	459 hours (Total, all aircraft), 221 hours (Total, this make and model), 353 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N572E
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502089
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 1, 2007 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	60.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4818.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	James M. Eule	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:		Visibility	10 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE, AK (Z41)	Type of Flight Plan Filed:	None
Destination:	Skwentna , AK	Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.95,-151.19667

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Patrick W Sullivan; Federal Aviation Administration; Anchorage, AK
Original Publish Date:	August 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=67449

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](#).