



# Aviation Investigation Final Report

<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	GAA17CA041
<b>Date &amp; Time:</b>	October 20, 2016, 10:05 Local	<b>Registration:</b>	N7565H
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The pilot of the tailwheel equipped airplane reported that during the landing roll the airplane started to veer to the right, he attempted to correct with left rudder, which resulted in a ground loop to the left.

The airplane sustained substantial damage to the right wing, right horizontal stabilizer, and right elevator.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Dragged wing/rotor/float/other

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 9, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 11, 2016
<b>Flight Time:</b>	(Estimated) 2859 hours (Total, all aircraft), 1200 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7565H
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503398
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 16, 2016 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2070 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-550-D15
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	Fractional ownership

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAMR, 138 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	314°
<b>Lowest Cloud Condition:</b>		<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 7500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.54 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE, AK (LHD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Anchorage, AK (MRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MERRILL FIELD MRI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	137 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.215831,-149.852493(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Harold Robertson; FAA; Anchorage, AK
<b>Original Publish Date:</b>	December 15, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=94274">https://data.nts.gov/Docket?ProjectID=94274</a>

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