



National Transportation Safety Board Aviation Accident Final Report

Location:	W.POINT VILLAGE, AK	Accident Number:	ANC95LA030
Date & Time:	02/01/1995, 1234 AST	Registration:	N1095F
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE PILOT WAS LANDING AN AMPHIBIOUS FLOAT EQUIPPED AIRPLANE AT A SEAPLANE BASE ON A CROSS-COUNTRY CARGO FLIGHT. AS THE AIRPLANE WAS SLOWING AND CAME OFF THE FLOAT STEP, IT SUDDENLY SWERVED TO THE RIGHT. THE PILOT APPLIED FULL LEFT RUDDER AND FULL POWER TO CORRECT THE SWERVE AND SUBMERGED THE LEFT FLOAT. THE LEFT WING AND LEFT HORIZONTAL STABILIZER CONTACTED THE WATER. THE AIRPLANE WAS BEACHED AND INSPECTION REVEALED DAMAGE TO THE STABILIZER AND WING. THE PILOT HAD ACCRUED 30 HOURS OF FLIGHT IN THE ACCIDENT AIRCRAFT MAKE AND MODEL IN THE PREVIOUS 4 MONTHS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE. THE PILOT'S EXCESSIVE REMEDIAL REACTION AND LACK OF TOTAL EXPERIENCE IN THE ACCIDENT AIRCRAFT MAKE AND MODEL WERE FACTORS IN THE ACCIDENT.

Findings

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

Findings

1. WATER LOOP/SWERVE - UNCONTROLLED
2. (F) REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

On February 1, 1995, about 1234 hours Alaska standard time, an amphibious float equipped Cessna 185F, N1095F, crashed during a water landing at West Point Village seaplane base, Kodiak Island, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country cargo flight to West Point Village, under Title 14 CFR Part 135 when the accident occurred. The airplane, operated by MarkAir Express, Anchorage, Alaska, sustained substantial damage. The certificated commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. Company VFR flight following procedures were in effect. The flight originated at Kodiak airport, Kodiak Island, about 1212 hours.

The pilot reported that he was landing in calm water conditions adjacent to several canneries and did not observe any obstacles in the landing area. After touchdown, he reduced power and as the airplane came off the float step, it veered sharply to the right. The pilot added full power and full left rudder. The airplane then turned back to the left, submerging the left float. The left wing tip and left horizontal stabilizer struck the water. The airplane was then beached and inspected. The inspection revealed damage to the left wing and left stabilizer. The left float was not damaged.

According to the pilot/operator report submitted by the operator, the pilot had accrued 30 flight hours as pilot-in-command in the accident aircraft make and model. The pilot completed his initial operating experience in the accident aircraft make and model on October 11, 1994.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/23/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5112 hours (Total, all aircraft), 30 hours (Total, this make and model), 4212 hours (Pilot In Command, all aircraft), 181 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1095F
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18502750
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	01/22/1995, AAIP	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8008 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-FD
Registered Owner:	MARKAIR EXPRESS	Rated Power:	300 hp
Operator:	MARKAIR EXPRESS	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HERA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	KODIAK, AK (ADQ)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1212 AST	Type of Airspace:	Class G

Airport Information

Airport:	W. POINT VILLAGE SEAPLANE (KWP)	Runway Surface Type:	Water
Airport Elevation:	0 ft	Runway Surface Condition:	Water--choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	06/29/1995
Additional Participating Persons:	DICK MAHL; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).