



National Transportation Safety Board Aviation Accident Final Report

Location:	WAINWRIGHT, AK	Accident Number:	ANC96LA114
Date & Time:	08/02/1996, 1349 AKD	Registration:	N20752
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

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

Analysis

The pilot reported she was attempting to land at an off airport beach site with a load of cargo. The airplane bounced on the initial touchdown. On the following touchdown, the pilot said she became concerned about the proximity of the water at the end of the landing area and applied the brakes. The airplane decelerated, and then nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive application of the brakes during the landing roll.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On August 2, 1996, about 1349 Alaska daylight time, a wheel equipped Cessna 185 airplane, N20752, owned and operated by Cape Smythe Air Service, sustained substantial damage while landing at Point Franklin, located about 25 miles northeast of Wainwright, Alaska. The solo airline transport certificated pilot was not injured. The 14 CFR Part 135 cargo flight operated in visual meteorological conditions. The flight originated at Barrow, Alaska, about 1300.

According to a written statement issued by the pilot, she said she was landing on hard sand in light and variable wind conditions. The airplane bounced on landing, and touched down again in a tail low attitude. She then applied the brakes because she was concerned about the water in front of her. The tail of the airplane rose, and the airplane nosed over onto the sandy landing surface.

The Director of Operations for the operator described the landing area as a section of leveled beach situated behind sand dunes.

Pilot Information

Certificate:	Airline Transport	Age:	36, Female
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 Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/10/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3039 hours (Total, all aircraft), 21 hours (Total, this make and model), 2144 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N20752
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	18503041
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/11/1996, 100 Hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	81 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4040 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	CAPE SMYTHE AIR SERVICE, INC.	Rated Power:	300 hp
Operator:	CAPE SMYTHE AIR SERVICE, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CSAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	BARROW, AK (BRW)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1320 ADT	Type of Airspace:	Class G

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): JAMES D LABELLE **Report Date:** 02/18/1997

Additional Participating Persons: ROBERT SHEPARD; FAIRBANKS, 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.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).