



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FINLEY, ND	<b>Accident Number:</b>	CHI97LA002
<b>Date &amp; Time:</b>	10/03/1996, 0815 CDT	<b>Registration:</b>	N185ND
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The airplane was parked on shore near a dock. The flight instructor (CFI) reported that after starting the engine, the airplane began to move forward, and the wing strut and wing cleared the dock. After the wing cleared the dock, the instructor began to lower the water rudders, and the tail of the airplane began moving toward the dock. A right crosswind was present during the departure from the shore. The instructor reported that full left rudder with the water rudders partially extended was ineffective in stopping the horizontal stabilizer of the airplane from hitting the dock.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the flight instructor (CFI) to ensure that clearance from the dock was maintained, while starting to taxi. The crosswind was a related factor.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

## Factual Information

On October 3, 1996, at 0815 central daylight time (cdt), a Cessna 185, N185ND, sustained substantial damage when the airplane's horizontal stabilizer collided with a dock. The airplane was taxiing for takeoff, on Golden Lake, near Finley, North Dakota, when the accident occurred. The flight instructor and student pilot were uninjured in the accident. The 14 CFR Part 91 flight was operating in visual meteorological conditions, and no flight plan had been filed.

The flight instructor reported on NTSB form 6120.1/2 that the airplane was parked on the shore near the dock. Before departing the shore the instructor reported that she and the student discussed the departure, and believed that distance between the dock and the airplane did not appear to present a problem during departure.

The instructor reported that after starting the airplane's engine the airplane began to move forward, and the wing strut and wing cleared the dock. After clearing the dock with the wing the instructor reported that she began to lower the water rudders, and the tail of the airplane began moving towards the dock. The diagram included with the report shows that the aircraft was experiencing a right crosswind during the departure from shore. The instructor reported that full left rudder with the water rudders partially extended was ineffective in stopping the horizontal of the airplane from hitting the dock. The pilot did not report any airplane or engine malfunctions.

The airplane's horizontal stabilizer required replacement, following the accident.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Female
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/22/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2415 hours (Total, all aircraft), 16 hours (Total, this make and model), 2344 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185ND
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18504369
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	09/04/1996, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2124 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	UNIVERSITY OF NORTH DAKOTA	Rated Power:	300 hp
Operator:	UNIVERSITY OF NORTH DAKOTA	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GFK, 844 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0847 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -4°C
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND (GFK)	Type of Flight Plan Filed:	None
Destination:	GOLDEN LAKE	Type of Clearance:	None
Departure Time:	0730 CDT	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	1050 ft	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	DAVID A BOLDENOW	Report Date:	12/23/1996
Additional Participating Persons:	JOHN VOLD; FARGO, ND		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).