



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ILIAMNA, AK	<b>Accident Number:</b>	ANC98LA089
<b>Date &amp; Time:</b>	07/01/1998, 1120 AKD	<b>Registration:</b>	N4574F
<b>Aircraft:</b>	Cessna 185E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On July 1, 1998, about 1120 Alaska daylight time, a tundra tire equipped Cessna 185E airplane, N4574F, sustained substantial damage while landing at the Iliamna Airport, Iliamna, Alaska. The airplane was being operated as a local area, visual flight rules (VFR) flight under Title 14, CFR Part 91, when the accident occurred. The airline transport pilot, and the pilot rated passenger aboard, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with a National Transportation Safety Board investigator the pilot reported that he was practicing touch-and-go landings in a tailwheel airplane. He stated that at the time of the accident, he inadvertently failed to meet the 90 day pilot-in-command currency requirements for a tailwheel airplane. The pilot rated passenger, seated in the right seat, was not a certificated flight instructor.

In his written statement to the NTSB dated July 14, 1998, the pilot reported that that wind conditions at the time of the accident were varied, and were last reported to be from 090 degrees at 9 knots. The pilot stated that just after touchdown on runway 17, the airplane veered to the right. He said that he applied left rudder in an attempt to maintain heading, but the airplane continued to the right. He stated that upon reaching the edge of the runway, he applied the brakes, and the left wheel lost traction in loose gravel. The right wheel maintained traction, and the airplane ground looped to the right. During the ground loop, the left wing, aileron, and left elevator struck the runway and sustained substantial damage.

The closest official weather observation station is Iliamna. On July 1, 1998, at 1153, an Aviation Routine Weather Report (METAR) was reporting in part: Sky conditions and ceiling, 2,900 feet overcast; visibility, 10 statute miles; wind, 159 degrees (magnetic) at 7 knots.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<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 Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/14/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7520 hours (Total, all aircraft), 224 hours (Total, this make and model), 6856 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4574F
<b>Model/Series:</b>	185E 185E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	185-1081
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	03/25/1998, Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	21 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	931 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	ARTHUR E. GERKEN	<b>Rated Power:</b>	300 lbs
<b>Operator:</b>	ILIASKA LODGE, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ILIASKA LODGE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILI, 207 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1053 ADT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	159°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1115 ADT	Type of Airspace:	Class E

## Airport Information

Airport:	ILIAMNA (ILI)	Runway Surface Type:	Gravel
Airport Elevation:	207 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4800 ft / 150 ft	VFR Approach/Landing:	Touch and Go

## 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:	

## Administrative Information

Investigator In Charge (IIC):	CLINTON O JOHNSON
Additional Participating Persons:	JAY E BURTON (FAA); ANCHORAGE, AK
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:pubinq@ntsb.gov">pubinq@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> .