



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

The certificated airline transport pilot was practicing touch-and-go landings on runway 17 in a tailwheel airplane. He stated that at the time of the accident, he inadvertently failed to meet the pilot-in-command requirements for a tailwheel airplane. The pilot rated passenger, seated in the right seat, was not a certificated flight instructor. The pilot stated 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, 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. He said that 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. At 1153, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, 159 degrees (magnetic) at 7 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for crosswind conditions. Factors associated with the accident were a crosswind and the pilot's lack of recent experience in a tailwheel airplane.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

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

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; 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:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/14/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

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

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	Report Date:	03/30/2000
Additional Participating Persons:	JAY E BURTON (FAA); 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.nts.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](#).