



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCGRATH, AK	<b>Accident Number:</b>	ANC88LA034
<b>Date &amp; Time:</b>	03/03/1988, 1140 AST	<b>Registration:</b>	N1954U
<b>Aircraft:</b>	CESSNA A185E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT HAD BEGUN HIS DESCENT FOR HIS DESTINATION AIRPORT 20 MILES AWAY WHEN THE ENGINE LOST ALL POWER. HE WAS UNABLE TO RESTART THE ENGINE, AND MADE A FORCED LANDING IN DEEP SNOW. THE PILOT REPORTED THAT HE HAD BEEN AIRBORNE FOR APPROXIMATELY TWO HOURS PRIOR TO THE ACCIDENT, AND HAD AMPLE FUEL RESERVES WHEN THE ENGINE STOPPED WITHOUT WARNING. NO REASON FOR THE LOSS OF POWER WAS DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) TERRAIN CONDITION - SNOW COVERED
3. (F) OBJECT - TREE(S)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/22/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1432 hours (Total, all aircraft), 153 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1954U
<b>Model/Series:</b>	A185E A185E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18501665
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/24/1987, Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4000 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	JACK W. ZIMMERLY	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	JACK W. ZIMMERLY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCG, 337 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1150 AST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1° C / -7° C
Precipitation and Obscuration:			
Departure Point:	BETHEL, AK (BET)	Type of Flight Plan Filed:	VFR
Destination:	MCGRATH, AK (MCG)	Type of Clearance:	None
Departure Time:	0943 AST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	03/30/1989
Additional Participating Persons:			
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](#).