



National Transportation Safety Board Aviation Accident Final Report

Location:	BETHEL, AK	Accident Number:	ANC86LA053
Date & Time:	05/01/1986, 1930 AKD	Registration:	N9706H
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT STATED THAT HE WAS TAXIING FOR TAKEOFF ON THE FROZEN RIVER WHEN THE LEFT MAIN GEAR BROKE THROUGH THE ICE. THE AIRCRAFT'S LEFT WING AND LEFT GEAR WERE DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Findings

1. (C) TERRAIN CONDITION - WEAK ICE
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) CHECKLIST - NOT UNDERSTOOD - PILOT IN COMMAND
4. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND
6. (F) COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/13/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 700 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9706H
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18503463
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	09/01/1985, 100 Hour	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3732 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:		Rated Power:	285 hp
Operator:		Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	DELAIRE CHARTER SERVICE	Operator Designator Code:	

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:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6°C / -2°C
Precipitation and Obscuration:			
Departure Point:	BETHEL, AK	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	
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 pubinquiry@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](#).