



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | BETHEL, AK | Accident Number: | ANC86LA053 |
| Date & Time: | 05/01/1986, 1930 AKD | Registration: | N9706H |
| Aircraft: | CESSNA 185 | 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

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

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 33 |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9706H |
| Model/Series: | 185 185 | Engines: | 1 Reciprocating |
| Operator: | | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | IO-520 |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 120° |
| Temperature: | 6° C | Visibility | 30 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | BETHEL, AK | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|--|----------------------|--|
| Investigator In Charge (IIC): | JAMES MICHELANGELO | Adopted 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/ . | | |

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.