



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | SKWENTNA, AK | Accident Number: | ANC87LA017 |
| Date & Time: | 12/03/1986, 1400 AST | Registration: | N6992N |
| Aircraft: | CESSNA 185 | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT ON TOUCHDOWN. EXAMINATION OF THE BRAKE SYSTEM REVEALED THE LEFT BRAKE WAS FROZEN.

Probable Cause

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

Findings

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

Findings

1. (C) LANDING GEAR, WHEEL - FROZEN
2. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 33 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 4000 hours (Total, all aircraft), 250 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N6992N |
| Model/Series: | 185 185 | Engines: | 1 Reciprocating |
| Operator: | GARY W. ARCHER | Engine Manufacturer: | Continental |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | IO-520-D |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|----------------------|------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | Broken / 2000 ft agl | Wind Speed/Gusts, Direction: | 4 knots / , 300° |
| Temperature: | -6° C | Visibility | 12 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | ANCHORAGE, AK (ANC) | Destination: | |

Airport Information

| | | | |
|----------------------|------------------|---------------------------|-----------|
| Airport: | SKWENTNA (SKW) | Runway Surface Type: | Gravel |
| Runway Used: | 9 | Runway Surface Condition: | Snow--dry |
| Runway Length/Width: | 2900 ft / 150 ft | | |

Wreckage and Impact Information

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

Administrative Information

| | | | |
|-------------------------------|---|---------------|--|
| Investigator In Charge (IIC): | JAMES MICHELANGELO | Adopted Date: | |
| Investigation Docket: | NTSB accident and incident docket 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.