



National Transportation Safety Board Aviation Accident Final Report

Location:	Eveleth, MN	Accident Number:	CHI03LA190
Date & Time:	07/01/2003, 1430 CDT	Registration:	N30CM
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane was substantially damaged when it overran the grass runway and hit a ditch embankment. The pilot reported that on the final landing attempt he landed past a mower that had cleared the runway about 1/4 of the way down the length of the runway. He stated that he touched down past the halfway point on the runway and was too fast to stop on the grass runway, subsequently impacting the ditch embankment. The pilot reported no mechanical difficulties with the airplane. The tailwind component was calculated to be 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of speed and distance resulting in an overrun. Factors were the ditch embankment, and the tailwind component.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - DITCH
6. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On July 1, 2003, at 1430 central daylight time, a Cessna A185F, N30CM, piloted by a private pilot, sustained substantial damage when it overran runway 36 (1,800 feet by 100 feet, grass/turf) and went into a ditch at the Sky Harbor Seaplane Base, Eveleth, Minnesota. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot and passenger were not injured. The flight originated from the Manitowish Waters Airport, Manitowish Waters, Wisconsin, at 1310.

The runway is adjacent to the seaplane base and is used by aircraft coming to the base to have floats installed.

In a written report, the pilot stated that on his first landing approach, he noticed a mower on the runway and aborted the landing. He contacted the airport to have the mower exit the runway. The pilot stated that he circled the airstrip 2 to 3 times before making another landing attempt. On the second landing attempt, the mower had moved to the right side of the runway about 1/4 of the way down the length of the runway. The pilot stated that he landed past the location of the mower, touching down past the halfway point on the runway. He reported that the airplane was too fast to stop on the grass runway, subsequently impacting the ditch embankment. The pilot reported no mechanical difficulties with the airplane.

A weather reporting station about 2 nautical miles and 200 degrees from the accident site recorded the wind at 1436 as 230 degrees at 8 knots. The tailwind component was calculated to be 5 knots.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/23/2003
Occupational Pilot:		Last Flight Review or Equivalent:	12/18/2001
Flight Time:	630 hours (Total, all aircraft), 287 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N30CM
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18502443
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/09/2003, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D-24
Registered Owner:	On file	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EVM, 1378 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1336 CDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28° C / 11° C
Precipitation and Obscuration:			
Departure Point:	MANITOWISH WATE, WI (D25)	Type of Flight Plan Filed:	None
Destination:	Eveleth, MN (9Y5)	Type of Clearance:	None
Departure Time:	1310 CDT	Type of Airspace:	Class G

Airport Information

Airport:	SKY HARBOR (9Y5)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	47.459722, -92.476667

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Report Date:	09/01/2004
Additional Participating Persons:	Marlan Perhus; FAA-Minneapolis, MN FSDO; Minneapolis, MN		
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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