



Aviation Investigation Final Report

Location:	Karluk, Alaska	Accident Number:	GAA18CA526
Date & Time:	September 1, 2018, 14:10 Local	Registration:	N3835S
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while landing on a beach, as he "relaxed" the back pressure on the yoke, the airplane ground looped, the right wing struck the ground, and then the left wing struck the ground.

The airplane sustained substantial damage to both wings and the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot added that, after examining the tracks in the sand, it was obvious that he had failed to hold back pressure on the yoke during the landing roll to maintain a proper soft-field technique.

Probable Cause and Findings

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

The pilot's failure to maintain proper pitch for a soft-field landing, which resulted in a loss of airplane control.

Findings

Aircraft	Pitch control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Soft surface - Response/compensation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 17, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 19, 2018
Flight Time:	(Estimated) 116 hours (Total, all aircraft), 112 hours (Total, this make and model), 55 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3835S
Model/Series:	172 E	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	17251035
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 5, 2018 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2722 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:		Rated Power:	145 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAKH,43 ft msl	Distance from Accident Site:	69 Nautical Miles
Observation Time:	22:56 Local	Direction from Accident Site:	157°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	14°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK (AKN)	Type of Flight Plan Filed:	None
Destination:	Karluk, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	57.997222,-154.996383(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Marcus Roulet; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98230

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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](#).