



Aviation Investigation Final Report

Location:	Healy, Alaska	Accident Number:	ANC23LA075
Date & Time:	September 12, 2023, 14:15 Local	Registration:	N34VV
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that, during landing rollout at an overgrown remote airstrip, the main landing gear wheels “sunk into soft vegetation.” The airplane subsequently nosed over and sustained substantial damage to the fuselage, vertical stabilizer, and wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot’s selection of an unsuitable landing site, resulting in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Identification/recognition - Pilot
Environmental issues	Soft surface - Effect on operation
Aircraft	(general) - Capability exceeded

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	28,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 8, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 4, 2023
Flight Time:	1869 hours (Total, all aircraft), 290 hours (Total, this make and model), 1720 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34VV
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	185-0036
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 5, 2023 100 hour	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3196.6 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	IO-550
Registered Owner:	WATTUM INVESTMENTS LLC	Rated Power:	300 Horsepower
Operator:	Fly Denali INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	Fly Denali	Operator Designator Code:	A3WC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAIN, 1720 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	213°
Lowest Cloud Condition:	Few / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	12°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Healy, AK (PAHV)	Type of Flight Plan Filed:	Company VFR
Destination:	Healy, AK	Type of Clearance:	None
Departure Time:	13:57 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.16,-148.3

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Timothy Kirkendall; FAA

Original Publish Date: April 4, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=193057>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).