



# Aviation Investigation Final Report

<b>Location:</b>	Homer, Alaska	<b>Accident Number:</b>	ANC23LA026
<b>Date &amp; Time:</b>	March 6, 2023, 17:00 Local	<b>Registration:</b>	N9697Q
<b>Aircraft:</b>	Cessna A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during the landing roll on a dry, paved runway, the airplane veered to the right. The pilot was unable to correct, and the airplane ground looped, resulting in substantial damage to the left wing, left aileron and elevator. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain directional control of the airplane during the landing roll, which resulted in a ground loop and impact with terrain.

## Findings

<b>Aircraft</b>	Heading/course - Not attained/maintained
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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### Pilot Information

Certificate:	Private	Age:	40,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 9, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 10, 2022
Flight Time:	410 hours (Total, all aircraft), 150 hours (Total, this make and model), 360 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9697Q
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503788
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 1, 2022 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520 D
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAHO,73 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	254°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.31 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK (EDF)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Homer, AK	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Homer Airport HOM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	84 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6701 ft / 150 ft	<b>VFR Approach/Landing:</b>	Stop and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	59.642988,-151.48437

## Administrative Information

**Investigator In Charge (IIC):** Ward, Mark

**Additional Participating Persons:** Charles Versaw; FAA; Juneau, AK

**Original Publish Date:** July 27, 2023

**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=106908>

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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](#).