



Aviation Investigation Final Report

Location:	Beluga, Alaska	Accident Number:	ANC23LA073
Date & Time:	September 10, 2023, 13:45 Local	Registration:	N124UA
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during a landing attempt on a 975 ft long remote airstrip, he realized that the airplane was going too fast, so he decided to perform a go-around. During the go around attempt, there was not sufficient runway remaining and the airplane went over the end of a cliff, impacting terrain, resulting in substantial damage to the horizontal stabilizer and both wings. The pilot reported that there were no pre-accident 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 delayed go-around decision with insufficient runway remaining.

Findings

Personnel issues	Delayed action - Pilot
Personnel issues	Incorrect action performance - Pilot
Aircraft	Takeoff distance - Not attained/maintained

Factual Information

History of Flight

Landing-aborted after touchdown	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	65,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	June 3, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 6, 2023
Flight Time:	2730.8 hours (Total, all aircraft), 673.2 hours (Total, this make and model), 2730.8 hours (Pilot In Command, all aircraft), 20.3 hours (Last 90 days, all aircraft), 4.8 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N124UA
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18503022
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5823.1 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	On file	Rated Power:	300 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:	PANC, 125 ft msl	Distance from Accident Site:	51 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	96°
Lowest Cloud Condition:	Few / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 16000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	11°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (AK12)	Type of Flight Plan Filed:	None
Destination:	Beluga, AK	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Capps Creek N/A	Runway Surface Type:	
Airport Elevation:	3000 ft msl	Runway Surface Condition:	Dry;Holes;Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Go around;Touch and go;Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.276111,-151.78305

Administrative Information

Investigator In Charge (IIC):	Rasmussen, Mitchell
Additional Participating Persons:	Paula Huckleberry; Federal Aviation Administration (FAA) ; Wasilla , AK
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=193051

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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](#).