



AIRCRAFT ACCIDENT REPORT

No. 92-004

**CESSNA A185F
ZK-MCU**

**Geikie Snowfield,
Westland National Park**

22 February 1992

**Transport Accident Investigation Commission
Wellington • New Zealand**

TRANSPORT ACCIDENT INVESTIGATION COMMISSION

AIRCRAFT ACCIDENT REPORT NO. 92-004

Aircraft Type, Serial Number and Registration:	Cessna A185F (ski-equipped) 185C4372, ZK-MCU
Number and Type of Engines:	Teledyne Continental IO-520D
Year of Manufacture:	1982
Date and Time:	22 February 1992, 0955 hours NZDT
Location:	Geikie snowfield, Westland National Park Latitude: 43°29'S Longitude: 170°15'E
Type of Flight:	Air Transport – Scenic Flight
Persons on Board:	Crew: 1 Passengers: 2
Injuries:	Crew: 1 Nil Passengers: 2 Nil
Nature of Damage:	Minor structural, outboard section left wing
Pilot in Command's Licence:	Commercial Pilot Licence – Aeroplane
Pilot in Command's Age:	37
Pilot in Command's Total Flying Experience:	2798 hours 1415 on type
Information Sources:	Pilot report and engineering information provided by the Operator
Investigator in Charge:	Mr D G Graham

1. NARRATIVE

1.1 The aircraft had departed from Fox Glacier, on the second flight for the day, for a scenic flight which was to include a snow landing.

1.2 The weather was clear with a south-westerly wind of about 10 knots and some mild turbulence.

1.3 Twenty five minutes after departure the pilot landed ZK-MCU on the Geikie snowfield located at the head of Franz Josef Glacier, at an elevation of 7100 feet amsl.

1.4 A normal touchdown was made on the established landing area (oriented east-south-east and upslope) but as the aircraft slowed it slewed to the right due to icy surface conditions and the quartering tailwind. As a result it skidded to the left and just before it came to rest the left ski dug into the frozen surface. The aircraft tipped to the left and the left wingtip struck the ice.

1.5 The aircraft was subsequently flown out and later ferried to an aircraft engineering facility for minor repairs to the outboard structure of the left wing.

2. FINDINGS

2.1 The pilot in command was appropriately qualified to carry out the flight.

2.2 The pilot in command was experienced in ski-plane operations.

2.3 The landing area was approved by the operator for snow landings.

2.4 The aircraft had landed safely and was moving slowly at the time of the accident.

2.5 The mishap resulted from an adverse combination of surface and wind conditions.

12 June 1992

M F Dunphy
Chief Commissioner