



Aviation Investigation Final Report

Location:	DOVER FOXCROFT, Maine	Accident Number:	BF092LA122
Date & Time:	September 3, 1992, 07:45 Local	Registration:	N93766
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE TAKEOFF ROLL, THE AIRPLANE BEGAN TO VEER LEFT OF THE RUNWAY CENTERLINE. THE PILOT APPLIED THE RIGHT BRAKE AND GOT NO RESPONSE. HE TRIED TO REGAIN CONTROL OF THE AIRPLANE BY APPLYING THROTTLE TO GET TAIL RUDDER CONTROL, BUT THIS ACTION WAS INEFFECTIVE. THE AIRPLANE CONTINUED TO VEER OFF THE RUNWAY AND DOWN THE AN EMBANKMENT. AS THE AIRPLANE TIPPED DOWN OVER THE EMBANKMENT, THE PILOT'S KNEE PUSHED THE THROTTLE FORWARD, WHICH GAVE THE ENGINE A BURST OF POWER. THE AIRPLANE CONTINUED DOWN THE EMBANKMENT AND NOSED OVER. THE ON SCENE INVESTIGATION DETERMINED THERE WAS NO BRAKE FLUID IN THE RIGHT BRAKE RESERVOIR AND THERE WERE NO SIGNS OF FLUID LEAKAGE THROUGHOUT THE BRAKE SYSTEM. EXAMINATION OF THE BRAKE SYSTEM DID NOT REVEAL ANY ANOMALIES. THE PILOT STATED HE ACCOMPLISHED A BRAKE CHECK PRIOR TO TAKEOFF AND DID NOT OBSERVE ANY MALFUNCTION. THE AIRPLANE WAS OPERATED 153 HOURS SINCE THE LAST ANNUAL INSPECTION 11 MONTHS EARLIER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE SERVICING OF THE AIRCRAFT WHICH RESULTED IN THE LACK OF HYDRAULIC FLUID AND THE CONSEQUENT LOSS OF BRAKE PRESURE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
2. (C) FLUID,HYDRAULIC - LACK OF
3. (C) AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 3, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	26100 hours (Total, all aircraft), 85 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 330 hours (Last 90 days, all aircraft), 105 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93766
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	1423R
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	October 3, 1991 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	153 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1344 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	PAT ANDREWS	Rated Power:	300 Horsepower
Operator:	PAT ANDREWS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(44B)	Type of Flight Plan Filed:	None
Destination:	GREENVILLE , ME (3B1)	Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	DOVER/FOXCROFT 44B	Runway Surface Type:	Dirt
Airport Elevation:	540 ft msl	Runway Surface Condition:	Rough
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2400 ft / 90 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	THOMAS C SCHULTZ; PORTLAND , ME JOHN F WOOD; PORTLAND , ME
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11838

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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](#).