



Aviation Investigation Final Report

Location:	GILLETTE, Wyoming	Accident Number:	DEN87LA092
Date & Time:	April 10, 1987, 08:55 Local	Registration:	N6670N
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTS THAT JUST AFTER THE TAIL WAS RAISED ON THE TAKEOFF ROLL, HIS SEAT SLID FULL AFT ON THE RAILS. HE SAID HE WAS UNABLE TO REACH THE RUDDER PEDALS AND THE ACFT SWERVED TO THE LT, GROUND LOOPED, AND NOSED OVER. THE PLT WAS NOT INJURED BUT THE PASSENGER RECEIVED A MINOR CUT. THE PLT REPORTED THAT THE 'PILOT SEAT RAIL FAILED TO LOCK.' EXAMINATION OF THE SEAT RAIL AND LOCKING MECHANISM AFTER THE ACDT DID NOT REVEAL ANY EVIDENCE OF A FAILURE OR MALFUNCTION OF THE SYSTEM.

Probable Cause and Findings

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

Findings

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

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. FUSELAGE, SEAT - UNLOCKED
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 14, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1635 hours (Total, all aircraft), 550 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6670N
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504313
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	November 1, 1986 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	130 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	550 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	CHARLES A ROGLER	Rated Power:	300 Horsepower
Operator:	CHARLES A. ROGLER	Operating Certificate(s) Held:	None
Operator Does Business As:	CONSOLIDATED EXPORTERS, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GCC ,4363 ft msl	Distance from Accident Site:	
Observation Time:	08:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	HAMILTON , MT (6S5)	Type of Clearance:	VFR
Departure Time:	08:55 Local	Type of Airspace:	Class D

Airport Information

Airport:	GILLETTE CAMPBELL COUNTY GCC	Runway Surface Type:	Concrete
Airport Elevation:	4363 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	44.459945,-105.700157(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	PAUL FLOOD; HELENA , MT
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17196

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](#).