



Aviation Investigation Final Report

Location:	ERIE, Colorado	Accident Number:	DEN88LA105
Date & Time:	April 29, 1988, 19:30 Local	Registration:	N8389Q
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE COMMERCIAL PLT WAS PRACTICING TOUCH AND GO LANDINGS DURING A LOCAL FLIGHT. DURING LANDING ROLL ON THE LAST LANDING, THE PILOT REACHED DOWN TO RETRACT LANDING FLAPS AND OPENED THE COWL FLAPS. HE THEN BECAME AWARE THAT THE AIRCRAFT WAS TURNING RIGHT. LEFT RUDDER AND BRAKING DID NOT CORRECT THE TURN. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND ENTERED SOFT UNEVEN TERRAIN. THE LEFT MAIN GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN.

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: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 24, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1380 hours (Total, all aircraft), 132 hours (Total, this make and model), 1215 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8389Q
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503678
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	February 1, 1988 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	431 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	GALLOWAY, DARYL R.	Rated Power:	300 Horsepower
Operator:		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:	BJC	Distance from Accident Site:	
Observation Time:	18:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(48V)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRI-COUNTY 48V	Runway Surface Type:	Asphalt
Airport Elevation:	5151 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5400 ft / 65 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.020137,-105.040779(est)

Administrative Information

Investigator In Charge (IIC): Collins, Robert

Additional Participating Persons: ABE GONZALES; AURORA , CO

Original Publish Date: March 13, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17469>

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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](#).