



# Aviation Investigation Final Report

<b>Location:</b>	GLENDALE, Arizona	<b>Accident Number:</b>	LAX85LA044
<b>Date &amp; Time:</b>	November 18, 1984, 10:02 Local	<b>Registration:</b>	N4845E
<b>Aircraft:</b>	CESSNA 185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT WENT TO THE LEFT OF THE DESIRED TRACK FOR TAKEOFF AND THE PLT SAID THAT IN THE ATTEMPT TO REGAIN DIRECTIONAL CONTROL BY MEANS OF THROTTLE MANIPULATION AND BRAKE APPLICATION (THE PLT IN LATER INSPECTION OF RWY AND BRAKES REPORTED RUBBER MARKS ON THE RWY SURFACE AND 'THE LEFT BRAKE WAS BLUE' PITCH CONTROL WAS LOST. THE ACFTS TAIL CONTINUED TO RISE UNTIL THE ACFT NOSED OVER ON THE RWY. THE PLT REPORTED IN THE 6120.1 REPORT THAT THE ACCIDENT WAS NOT RELATED TO A MECH FAILURE/MALFUNCTION. THE PLTS REPORTED TOTAL TIME IN THIS TYPE OF ACFT IS 33 HRS OF WHICH 2 WERE FLOWN IN THE LAST 30 DAYS. THE PLT ALSO REPORTED A SLIGHT X-WIND FROM THE LEFT AND A 'P' FACTOR INCREASE AS THE TAIL OF THE ACFT BEGAN TO RISE DURING TAKEOFF ACCELERATION.

## 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. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

2. (C) ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. (C) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
6. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
7. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	40,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 15, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3950 hours (Total, all aircraft), 33 hours (Total, this make and model), 3660 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4845E
<b>Model/Series:</b>	185F 185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503887
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 15, 1983 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	51 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	285 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	MARLEY CATTLE CO.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ 6 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GLENDALE , AZ (P37 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GLENDALE MUNI P37	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1137 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2400 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.57048,-112.249282(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	JULIAN RICHARD; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=24593">https://data.ntsb.gov/Docket?ProjectID=24593</a>

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