



Aviation Investigation Final Report

Location:	FRESNO, California	Accident Number:	LAX89LA285
Date & Time:	August 22, 1989, 19:17 Local	Registration:	N1562H
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED HIS CESSNA 185F ON THE ACTIVE RUNWAY AND DUE TO OTHER LANDING TRAFFIC ATTEMPTED TO EXIT THE RUNWAY ON A HIGH SPEED TAXIWAY. THE PILOT APPLIED THE AIRCRAFT'S BRAKES, BUT THE LEFT BRAKE WAS NOT EFFECTIVE CAUSING THE AIRCRAFT TO GROUND LOOP. THE PILOT STATED THAT THE LEFT BRAKE MALFUNCTIONED. AN FAA AIRWORTHINESS INSPECTOR INSPECTED AND TESTED THE LEFT BRAKE AND FOUND NO EVIDENCE OF A BRAKE FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT.

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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 18, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1562H
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18503308
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	WILLS, TED C.	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:	FAT ,332 ft msl	Distance from Accident Site:	
Observation Time:	19:28 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RENO , NV (RNO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	17:15 Local	Type of Airspace:	

Airport Information

Airport:	FRESNO AIR TERMINAL FAT	Runway Surface Type:	Asphalt
Airport Elevation:	332 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	9222 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	36.750984,-119.669593(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	JOSEPH REMANO; FRESNO , CA
Original Publish Date:	June 30, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=26484

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](#).