



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | NAPLES, Florida | Accident Number: | MIA88LA050 |
| Date & Time: | December 2, 1987, 09:05 Local | Registration: | N60925 |
| Aircraft: | CESSNA A185F | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT STATED THAT THE FLT WAS LOW AND SLOW ON FINAL APCH. AS A RESULT THE MAIN LANDING GEAR COLLIDED WITH A DIRT BANK LOCATED SHORT OF THE RWY. THE GEAR THEN COLLAPSED AND THE ACFT SLID TO A STOP.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|--------------|
| Certificate: | Private | Age: | 47,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea | 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 3 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | May 27, 1987 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 3000 hours (Total, all aircraft), 220 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N60925 |
| Model/Series: | A185F A185F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18504075 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | November 19, 1987 Annual | Certified Max Gross Wt.: | 3350 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1140 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-520D |
| Registered Owner: | E. DEAN JR./A. GLUHAREFF M | Rated Power: | 300 Horsepower |
| Operator: | GLUHAREFF, ALEXANDER M. | 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: | FMY ,18 ft msl | Distance from Accident Site: | 27 Nautical Miles |
| Observation Time: | 08:48 Local | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Unknown | Visibility | 7 miles |
| Lowest Ceiling: | Broken / 12000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / None | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 30° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 14°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | PINE ISLAND (NONE) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 08:40 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|---------------------------|----------------------------------|---------------------------|
| Airport: | HARVEY BROTHERS FARM NONE | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 9 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 1350 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

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): | Monville, Timothy |
| Additional Participating Persons: | PATRICK J BARTLETT; MIAMI , FL |
| Original Publish Date: | February 24, 1989 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=32101 |

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](#).