



Aviation Investigation Final Report

Location:	HAZLETON, Pennsylvania	Accident Number:	NYC84LA145
Date & Time:	April 22, 1984, 15:00 Local	Registration:	N4925C
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, HE ATTEMPTED TO TAKEOFF ON RWY 28 WITH A VARIABLE WIND FROM 180 DEG AT 9 KTS GUSTING TO 19 KTS. AFTER ROLLING ABOUT 200 FT, HE GRADUALLY ADDED POWER, BUT THE ACFT BEGAN TURNING LEFT, SO HE REDUCED THE POWER. THE ACFT STRAIGHTENED OUT, BUT SUBSEQUENTLY TURNED LEFT AGAIN. THE PLT FOLLOWED THE SAME PROCEDURE TO CORRECT THE SITUATION. THE ACFT STRAIGHTENED OUT AGAIN, BUT THE LEFT WING CAME UP & THE ACFT TURNED APRX 15 DEGS TO THE RIGHT. THE PLT CORRECTED WITH LEFT RUDDER, THE ACFT TURNED BACK TO THE LEFT, THE LEFT WING CAME UP & THE RIGHT GEAR FAILED.

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. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	50, 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--no waivers/lim.	Last FAA Medical Exam:	May 28, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1182 hours (Total, all aircraft), 10 hours (Total, this make and model), 1122 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 131 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4925C
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502660
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1286 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D24
Registered Owner:	N.E. PENN.RIPCORN, INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAZLETON , PA (HZL)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HAZELTON HZL	Runway Surface Type:	Asphalt
Airport Elevation:	1604 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4900 ft / 100 ft	VFR Approach/Landing:	None

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:	40.95034,-75.969642(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35539>

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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](#).