



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | CORDOVA, Alaska | Accident Number: | ANC85LA177 |
| Date & Time: | September 15, 1985, 11:30 Local | Registration: | N80124 |
| Aircraft: | CESSNA A185F | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

THE PLT STATED THAT PRIOR TO LANDING, THE ACFT'S RIGHT BRAKE HAD NO PRESSURE. HE REPORTED THAT AFTER HE LANDED, THE TAIL WHEEL BEGAN TO SHIMMY & THE ACFT PULLED TO THE LEFT. HE APPLIED FULL RIGHT RUDDER, BUT WAS UNABLE TO PREVENT THE ACFT FROM GROUND LOOPING TO THE LEFT. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: OTHER

Findings

- 1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

- 2. DIRECTIONAL CONTROL - NOT POSSIBLE
- 3. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings

- 4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Airline transport | Age: | 26, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | October 17, 1984 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 3627 hours (Total, all aircraft), 277 hours (Total, this make and model), 3514 hours (Pilot In Command, all aircraft), 336 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | CESSNA | Registration: | N80124 |
| Model/Series: | A185F A185F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18503094 |
| Landing Gear Type: | Tailwheel | Seats: | 5 |
| Date/Type of Last Inspection: | 100 hour | Certified Max Gross Wt.: | 3350 lbs |
| Time Since Last Inspection: | 5 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3395 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520-A |
| Registered Owner: | KENNEDY AIR SERVICE | Rated Power: | 300 Horsepower |
| Operator: | KENNEDY AIR SERVICE | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | KENNEDY AIR SERVICE | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | COR | Distance from Accident Site: | |
| Observation Time: | 11:30 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 1500 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 12°C / 9°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MONTAGUE ISLAND, AK | Type of Flight Plan Filed: | VFR |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------------------|
| Airport: | CORDOVA MUNI CKU | Runway Surface Type: | Dirt;Gravel |
| Airport Elevation: | 12 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 6 | IFR Approach: | None |
| Runway Length/Width: | 1900 ft / 80 ft | VFR Approach/Landing: | Full stop;Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 60.78997,-145.609207(est) |

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: JAMES MICHELANGELO;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4565>

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](#).