



Aviation Investigation Final Report

Location:	FARMINGTON, New Mexico	Accident Number:	DEN99TA099
Date & Time:	June 10, 1999, 14:14 Local	Registration:	N4211C
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Public aircraft		

Analysis

Shortly after takeoff, engine power dropped to idle. The pilot made a forced landing in a field 3 miles north of the airport. A mechanic from the airport examined the engine and discovered the throttle cable had become disconnected from the throttle linkage due to looseness of the nut and bolt. While the mechanic made the necessary repairs, the pilot examined the field and determined he had sufficient clearance for take off. After repairs were made, the pilot attempted to take off. As the airplane lifted off, the left main landing gear struck a mound of dirt. The impact sheared the mounting bolt and the left main landing gear fell off the airplane. The pilot flew back to the airport and landed with the airplane coming to rest on its left wing tip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout and failure to see and avoid a ground obstruction. Factors were the throttle linkage becoming disconnected due to an inadequate annual inspection by maintenance personnel, and a dirt berm.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. (F) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - OPEN FIELD

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) TERRAIN CONDITION - BERM
5. LANDING GEAR, MAIN GEAR STRUT - SHEARED
6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

Occurrence #5: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

On June 10, 1999, at 1414 mountain daylight time, a Cessna A185F, N4211C, owned and operated by the State of Colorado's Division of Wildlife, was substantially damaged during takeoff near Farmington, New Mexico. The airline transport certificated pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the public use flight being conducted under Title 14 CFR Part 91. The flight was originating at the time of the accident.

According to the pilot, he took off from Four Corners Regional Airport, Farmington, New Mexico, en route to Creede, Colorado. Shortly after departure, at an altitude of 600 feet agl, engine power dropped to idle. The pilot made a forced landing in a field 3 miles north of the airport. The time was approximately 1315. A mechanic from the airport examined the engine and discovered the throttle cable had become disconnected from the throttle linkage due to looseness of the nut and bolt. While the mechanic made the necessary repairs, the pilot examined the field and determined he had sufficient clearance for take off. After repairs were made, the pilot attempted to take off. As the airplane lifted off, the left main landing gear struck a mound of dirt. The impact sheared the mounting bolt and the left main landing gear fell off the airplane. The pilot flew to Four Corners Regional Airport, made a low pass, then landed on runway 11 at 1420. The airplane skidded to a halt, coming to rest on its left wing tip.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 14, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 3500 hours (Total, this make and model), 15800 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4211C
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503823
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 2, 1999 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5389 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-040B
Registered Owner:	COLORADO DIVISION OF WILDLIFE	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:	FMN ,5503 ft msl	Distance from Accident Site:	
Observation Time:	14:34 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FARMINGTON , NM (FMN)	Type of Flight Plan Filed:	Company VFR
Destination:	CREEDE , CO (Q39)	Type of Clearance:	VFR
Departure Time:	12:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	FOUR CORNERS REGIONAL FMN	Runway Surface Type:	Dirt
Airport Elevation:	5503 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2783 ft / 100 ft	VFR Approach/Landing:	Straight-in

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:	36.749233,-108.179534(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	JOE R KLUK; ALBUQUERQUE , NM
Original Publish Date:	April 25, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46491

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](#).