



Aviation Investigation Final Report

Location:	JOSEPH VILLAGE, Alaska	Accident Number:	ANC88LA119
Date & Time:	August 27, 1988, 17:55 Local	Registration:	N4838C
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT-IN-COMMAND STATED THE AIRPLANE STRUCK A DEPRESSION IN THE RUNWAY UPON LANDING AT JOSEPH, ALASKA. EXAMINATION OF THE LEFT MAIN GEAR SHOWED THAT A BRACKET, PART NUMBER 0713495-61 FAILED DUE TO OVERLOAD, AND ALLOWED THE LANDING GEAR TO SEPARATE FROM THE AIRPLANE.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
4. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 14, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 300 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4838C
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502606
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 18, 1988 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	363 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	24666 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	40 MILE AIR	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	02:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	100 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TOK , AK (TKJ)	Type of Flight Plan Filed:	Company VFR
Destination:	JOSEPH VILLAGE , AK	Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	JOSEPH VILLAGE	Runway Surface Type:	Gravel
Airport Elevation:	2200 ft msl	Runway Surface Condition:	Rough
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1400 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date: October 3, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5060>

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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](#).