



Aviation Investigation Final Report

Location:	FAREWELL, Alaska	Accident Number:	ANC91LA082
Date & Time:	July 2, 1991, 21:15 Local	Registration:	N222WH
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT STATED THAT DURING THE LANDING ROLL, THE LEFT BRAKE WAS INEFFECTIVE IN PREVENTING THE AIRPLANE FROM SWERVING SHARPLY TO THE RIGHT. THE LEFT MAIN LANDING GEAR COLLAPSED AND THE LEFT WING HIT THE GROUND. HE THOUGHT THE LEFT BRAKE HAD FAILED BECAUSE OF A LOSS OF FLUID. AFTER A BROKEN LINE WAS REPLACED AND THE SYSTEM SERVICED, THE BRAKES OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL. FACTORS RELATING TO THE ACCIDENT WERE THE COLLAPSED LEFT MAIN LANDING GEAR, FAILED LEFT BRAKE, AND THE LOW LEVEL OF HYDRAULIC BRAKE FLUID.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) FLUID,HYDRAULIC - LOW LEVEL

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

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

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Findings

5. (C) LANDING GEAR,MAIN GEAR - COLLAPSED

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-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--no waivers/lim.	Last FAA Medical Exam:	May 30, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3104 hours (Total, all aircraft), 2500 hours (Total, this make and model), 3104 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N222WH
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503377
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	June 15, 1991 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2905 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520
Registered Owner:	EXCAVATION CONSULTING, INC.	Rated Power:	300 Horsepower
Operator:	WILLIAM D. HANSEN	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:	Unknown / 3000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	None
Destination:	CROOKED CREEK , AK (NONE)	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	

Airport Information

Airport:	FAREWELL FWL	Runway Surface Type:	Gravel
Airport Elevation:	1535 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4970 ft / 145 ft	VFR Approach/Landing:	Full stop

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:	55.920253,-159.489257(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	RON WOOD; ANCHORAGE , AK
Original Publish Date:	May 7, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5566

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](#).