



# Aviation Investigation Final Report

<b>Location:</b>	KETCHIKAN, Alaska	<b>Accident Number:</b>	ANC92LA120
<b>Date &amp; Time:</b>	August 6, 1992, 18:34 Local	<b>Registration:</b>	N4766E
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

ACCORDING TO THE INSTRUCTOR AND THE PRIVATE PILOT, JUST AFTER TAKEOFF POWER WAS ADDED, THE AIRPLANE VEERED TO THE RIGHT. THE LEFT MAIN LANDING GEAR THEN COLLAPSED AND THE LEFT WING HIT THE GROUND. BOTH PILOTS WERE ON THE CONTROLS AT THE TIME. BOTH ALSO SAID THEY WERE IN A HURRY TO TAKEOFF SINCE AN AIRLINE JET WAS WAITING DEPARTURE FROM THE SAME RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND/INSTRUCTOR PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE GROUND RUN.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. LANDING GEAR - OVERLOAD

3. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 25, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9486 hours (Total, all aircraft), 500 hours (Total, this make and model), 9139 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4766E
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503872
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	EDWIN E. JOHNSON	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	EDWIN E. JOHNSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:34 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	KETCHIKAN INT'L AIRPORT KTN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	88 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7497 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	55.609088,-131.580459(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	JIM J VUILLE; JUNEAU , AK
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5767">https://data.ntsb.gov/Docket?ProjectID=5767</a>

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