



National Transportation Safety Board Aviation Accident Final Report

Location:	ROSEAU, MN	Accident Number:	CHI98TA023
Date & Time:	10/02/1997, 1520 CDT	Registration:	N105NR
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Public Aircraft

Analysis

The airplane landed on runway 34. The pilot said the wind was from 070 degrees at 7 knots. During rollout the airplane yawed to the right, exited the runway, and the left main landing gear collapsed. The pilot said he was unable to arrest the ground loop.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control during landing. A factor was the crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On October 2, 1997, at 1520 central daylight time, a Cessna A185F, N105NR, received substantial damage during a ground loop on landing at Roseau Municipal Airport, near Roseau, Minnesota. The commercial pilot and two passengers reported no injuries. The public use flight was for the purpose of surveying migratory waterfowl. The flight departed Bimidji at 1300, with a planned intermediate stop at Roseau for fuel. The final leg of the flight was a planned return to Bimidji. The flight was conducted in visual meteorological conditions. No flight plan was on file.

The pilot stated that the wind was from 070 at 7 knots. He landed the airplane on runway 34 (4400' x 75' dry asphalt). He said after landing he was unable to arrest a "right yaw" which continued through a ground loop when the airplane exited the runway and the left main landing gear collapsed.

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/07/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1768 hours (Total, all aircraft), 38 hours (Total, this make and model), 1398 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N105NR
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18503956
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/26/1997, 100 Hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	13 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6373 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	STATE OF MINNESOTA	Rated Power:	300 hp
Operator:	STATE OF MINNESOTA	Operating Certificate(s) Held:	None
Operator Does Business As:	DEPT OF NATURAL RESOURCES	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	BEMIDJI, MN (BJI)	Type of Flight Plan Filed:	None
Destination:	(ROX)	Type of Clearance:	None
Departure Time:	1300 CDT	Type of Airspace:	Class G

Airport Information

Airport:	ROSEAU MUNICIPAL (ROX)	Runway Surface Type:	Asphalt
Airport Elevation:	1059 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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:	

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	05/04/1998
Additional Participating Persons:	RANDY DODD; MINNEAPOLIS, MN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).