



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	NAPLES, FL	<b>Accident Number:</b>	MIA88LA050
<b>Date &amp; Time:</b>	12/02/1987, 0905 EST	<b>Registration:</b>	N60925
<b>Aircraft:</b>	CESSNA A185F	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT STATED THAT THE FLT WAS LOW AND SLOW ON FINAL APCH. AS A RESULT THE MAIN LANDING GEAR COLLIDED WITH A DIRT BANK LOCATED SHORT OF THE RWY. THE GEAR THEN COLLAPSED AND THE ACFT SLID TO A STOP.

## Probable Cause

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

## Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

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Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 220 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N60925
<b>Model/Series:</b>	A185F A185F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GLUHAREFF, ALEXANDER M.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FMY, 18 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 12000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 30°
<b>Temperature:</b>	14°C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PINE ISLAND, FL (NONE)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	HARVEY BROTHERS FARM (NONE)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1350 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 02/24/1989

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.