



National Transportation Safety Board Aviation Accident Final Report

Location:	Minneapolis, MN	Accident Number:	CHI05LA064
Date & Time:	02/03/2005, 1500 CST	Registration:	N1767R
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane collided with the terrain following a loss of directional control after touchdown. The pilot reported that after touching down, as the airplane slowed, it began turning to the right. The pilot stated he already had left aileron and rudder applied because there was a slight crosswind. However, he applied more aileron and rudder but the turn became more severe. He stated he tried the left brake to no avail. He stated the airplane was veering about 30 degrees off the runway centerline and he applied right brake to try and slow the airplane. The pilot stated the airplane began to skid as it traveled to the side of the runway at a speed of 35 to 40 knots. The pilot stated the airplane tipped to the left when it contacted the slushy grass. The left wing and left horizontal stabilizer contacted the ground prior to the airplane settling back on the main gear. The pilot stated the airplane continued to turn until it came to rest facing the runway. Post accident inspection of the airplane revealed the tail wheel steering pawl was worn to the point that it would not sufficiently lock the locking collar allowing the tail wheel to castor on landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A failure of the tail wheel locking mechanism which resulted in the pilot's inability to maintain directional control of the airplane during the landing roll.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, TAILWHEEL LOCK - WORN
2. (C) LANDING GEAR, TAILWHEEL LOCK - FAILURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On February 3, 2005, at 1500 central standard time, a Cessna A185F, N1767R, collided with the terrain following a loss of directional control, while landing on runway 36 (4,855 feet by 100 feet, dry asphalt) at the Anoka County-Blaine Airport (ANE), Minneapolis, Minnesota. The private pilot was not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight originated from the Konshok Airport (PKD), Park Rapids, Minnesota, at 1350.

The pilot reported that after touching down he raised the flaps to put more weight on the aircraft wheels. He stated that as the airplane slowed, it began turning to the right. The pilot stated he already had left aileron and rudder applied because there was a slight crosswind. However, he applied more aileron and rudder but the turn became more severe. He stated he tried the left brake to no avail. He stated the airplane was veering about 30 degrees off the runway centerline and he applied right brake to try and slow the airplane. The pilot stated the airplane began to skid as it traveled to the side of the runway at a speed of 35 to 40 knots. The pilot stated the airplane tipped to the left when it contacted the slushy grass. The left wing and left horizontal stabilizer contacted the ground prior to the airplane settling back on the main gear. The pilot stated the airplane continued to turn until it came to rest facing the runway.

The pilot stated he purchased the airplane in December 2004, and flew it for the first time during the week prior to the accident. His first flight consisted of five full stop landings with an instructor. He stated that both he and the instructor noted that the airplane was not taxiing right and that the left brake felt "soft." He stated he flew the airplane to ANE and on February 1, 2005, he made six full stop landings in the airplane at ANE. The pilot stated that the airplane was not handling "perfect" during this flight, but that it was "OK." The pilot stated that on the following day he flew the airplane back to PKD with a list of discrepancies that needed to be fixed. He stated the brakes were on the list. He stated that when he landed PKD the left brake was not working and the airplane veered on the runway coming to rest facing the runway edge.

The pilot stated that following the maintenance he taxied and test flew the airplane, and the brakes functioned properly. It was on his return flight back to ANE following the maintenance that the accident occurred.

Post accident inspection of the airplane was conducted by an inspector from the Federal Aviation Administration Flight Standards District Office in Minneapolis, Minnesota. The inspector reported the tail wheel steering pawl was worn to the point that it would not sufficiently lock the locking collar allowing the tail wheel to castor on landing.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/06/2003
Occupational Pilot:		Last Flight Review or Equivalent:	11/06/2003
Flight Time:	907 hours (Total, all aircraft), 6 hours (Total, this make and model), 798 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1767R
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18502487
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/06/2005, Annual	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2787 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	Seaplane Rental LLC	Rated Power:	300 hp
Operator:	Seaplane Rental LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANE, 910 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1455 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	8°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Park Rapids, MN (PKD)	Type of Flight Plan Filed:	None
Destination:	Anoka, MN (ANE)	Type of Clearance:	VFR
Departure Time:	1350 CST	Type of Airspace:	Class D

Airport Information

Airport:	Anoka County (ANE)	Runway Surface Type:	Asphalt
Airport Elevation:	910 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4855 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.145000, -93.211389

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	02/28/2006
Additional Participating Persons:	Scott Meyers; FAA, Flight Standards District Office; 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/ .		

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