



National Transportation Safety Board Aviation Accident Data Summary

Location:	Minneapolis, MN	Accident Number:	CHI05LA064
Date & Time:	02/03/2005, 1500 CST	Registration:	N1767R
Aircraft:	Cessna A185F	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

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

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Seaplane Rental LLC	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANE, 910 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , 270°
Temperature:	8° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Park Rapids, MN (PKD)	Destination:	Anoka, MN (ANE)

Airport Information

Airport:	Anoka County (ANE)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	4855 ft / 100 ft		

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
Latitude, Longitude:	45.145000, -93.211389		

Administrative Information

Investigator In Charge (IIC): Pamela S Sullivan

Adopted Date: 02/28/2006

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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