



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	GAA18CA501
Date & Time:	August 20, 2018, 10:15 Local	Registration:	N93039
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Air drop		

Analysis

According to the pilot in the tailwheel-equipped airplane, during a wheel-landing, the airplane yawed left, and he applied right rudder to counter the yaw. The tail descended to the runway, and the left yaw increased. He countered the left yaw with a right brake and rudder application. He recalled that the right brake application was "completely ineffective" and that the airplane exited the left side of the runway. The airplane entered the rough gravel surface on the left side of the runway, and the pilot applied left rudder and left brake to intentionally ground loop the airplane. The right wing struck the ground, and the airplane came to a stop.

The airplane sustained substantial damage to the right wing and aileron.

Postaccident examination of the airplane's brake system by Federal Aviation Administration aviation safety inspectors revealed that the cotter pin and clevis that connects the right brake cylinder connecting rod to the inner right brake pedal connection point was detached, and it was not recovered.

Probable Cause and Findings

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

The disconnection of the brake cylinder actuator rod, which resulted in the pilot's inability to maintain directional control during the landing roll.

Findings

Aircraft	Landing gear brakes system - Failure
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	70,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 19, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 15, 2018
Flight Time:	(Estimated) 17000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	None	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N93039
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Other; Restricted (Special)	Serial Number:	18503169
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 24, 2018 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	11241.8 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550D
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MYL, 5024 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	10:10 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:			
Departure Point:	McCall, ID (KMYL)	Type of Flight Plan Filed:	Company VFR
Destination:	McCall, ID (KMYL)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	McCall Municipal Airport KMYL	Runway Surface Type:	Asphalt
Airport Elevation:	5024 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6108 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.533332,-116.061111(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Pat Darling; FAA; Boise, ID
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98126

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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](#).