



Aviation Investigation Final Report

Location:	San Carlos, California	Accident Number:	GAA19CA523
Date & Time:	September 2, 2019, 18:40 Local	Registration:	N34GE
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the landing roll, the airplane encountered a wind gust from the left and then started to veer left. The pilot corrected with full application of right rudder, but it did not stop the left veer. The airplane ground looped to the left, and the right wing stuck the ground. The airplane sustained substantial damage to the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 the landing roll, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
----------------	--

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 14, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 20, 2018
Flight Time:	(Estimated) 1344 hours (Total, all aircraft), 207 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34GE
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504129
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2019 Annual	Certified Max Gross Wt.:	3362 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6128.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed	Engine Model/Series:	IO-550-D
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSQL,5 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	01:55 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	27°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Andres, CA (CPU)	Type of Flight Plan Filed:	None
Destination:	San Carlos, CA (SQL)	Type of Clearance:	VFR;VFR flight following
Departure Time:	17:55 Local	Type of Airspace:	Class D

Airport Information

Airport:	San Carlos SQL	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2621 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.511943,-122.249443(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons:

Original Publish Date: March 17, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=100198>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).