



Aviation Investigation Final Report

Location:	San Diego, California	Accident Number:	WPR20CA204
Date & Time:	July 2, 2020, 13:30 Local	Registration:	N3086W
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 of the tailwheel-equipped airplane was landing with a left crosswind. As the airplane was slowing, the left wing dropped and the airplane veered to the left. He attempted to correct the movement with full right aileron control, but the airplane continued to the left. The pilot reported that he then applied the brakes too hard, the airplane nosed over, and came to rest inverted. The airplane sustained substantial damage to the vertical stabilizer. 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 airplane control during landing with a crosswind and excessive braking action, which resulted in the airplane nosing over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Brake - Incorrect use/operation
Environmental issues	Crosswind - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 7, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 15, 2019
Flight Time:	(Estimated) 1400 hours (Total, all aircraft), 65 hours (Total, this make and model), 1350 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3086W
Model/Series:	A185 E	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502042
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 2, 2020 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7200 Hrs as of last inspection	Engine Manufacturer:	CONTINENTAL
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	On file	Rated Power:	275 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:	KMYF,417 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	66°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	24°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Murrieta/Temecula, CA (F70)	Type of Flight Plan Filed:	Unknown
Destination:	San Diego, CA (MYF)	Type of Clearance:	VFR flight following
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Montgomery-Gibbs Executive MYF	Runway Surface Type:	Asphalt
Airport Elevation:	427 ft msl	Runway Surface Condition:	Dry
Runway Used:	28L	IFR Approach:	None
Runway Length/Width:	3401 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	32.815834,-117.139442(est)

Administrative Information

Investigator In Charge (IIC): Nepomuceno, Eleazar

Additional Participating Persons:

Original Publish Date: January 29, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

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

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=101530>

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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](#).