



# Aviation Investigation Final Report

<b>Location:</b>	Royal City, Washington	<b>Accident Number:</b>	WPR21LA182
<b>Date &amp; Time:</b>	May 3, 2021, 10:55 Local	<b>Registration:</b>	N8209T
<b>Aircraft:</b>	Cessna 175B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, he departed from the west runway of his private dirt airstrip earlier on the morning of the accident with a calm wind. Upon his return he decided that a landing to the east was appropriate. The approach was normal however, during the landing flare he realized the ground speed was excessively fast and the wind had shifted to a tailwind. The airplane touched down 400 ft beyond the landing threshold of the 1,500 ft long runway and was still traveling fast. As the end of the runway approached, he attempted to steer the airplane to the left. The airplane rolled to the right, struck a concrete block, and nosed over substantially damaging the wings. The landing strip was furnished with two windsocks, and the pilot reported that due to power lines at the end of the runway, a go-around was not possible. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The closest official weather reporting station, about 32 miles northeast of the accident site, reported wind between 4 and 9 knots generally out of the southeast during the three-hour period leading up to the accident. However, about 40 minutes after the accident, an aviation special weather report (SPECI) was issued due to a significant change in weather, indicating that the wind had shifted and was now out of the southwest.

## 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 a landing with a tailwind which resulted in excessive ground speed, runway over run and subsequent nose over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Environmental issues</b>	Tailwind - Effect on equipment

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	83, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 2, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 18, 2021
<b>Flight Time:</b>	(Estimated) 1170 hours (Total, all aircraft), 700 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8209T
<b>Model/Series:</b>	175B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1960	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17556909
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 28, 2020 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	75 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, activated	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMWH,1196 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	10:52 Local	<b>Direction from Accident Site:</b>	53°
<b>Lowest Cloud Condition:</b>	Scattered / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Royal City, WA (PVT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Royal City, WA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private PVT	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	1200 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	090	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1500 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	46.926637,-119.86174(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	David R Hartson; FAA FSDO; Spokane, WA
<b>Original Publish Date:</b>	September 20, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=103022">https://data.nts.gov/Docket?ProjectID=103022</a>

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](#).