



Aviation Investigation Final Report

Location:	Blanco, Texas	Accident Number:	CEN21LA317
Date & Time:	July 5, 2021, 15:10 Local	Registration:	N1393F
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, before landing he observed a windmill located near the airstrip that was not rotating. After landing long to avoid standing water, he felt as if the airplane began to accelerate. Unable to stop, the airplane continued off the end of the runway, through a fence, off an embankment, and onto a road. The pilot stated that upon exiting the airplane, he noticed about a 10-15 knot tailwind. A postaccident examination of the airplane revealed substantial damage to the gear box. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 unexpected change in wind speed and direction during the landing which resulted a runway overrun.

Findings

Environmental issues	Sudden wind shift - Effect on equipment
Aircraft	Airspeed - Attain/maintain not possible
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	72, 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):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Waiver time limited special	Last FAA Medical Exam:	February 8, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 11, 2020
Flight Time:	28689 hours (Total, all aircraft), 374 hours (Total, this make and model), 7860 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1393F
Model/Series:	A185F NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502840
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 25, 2021 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	311 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1620 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO520D115B
Registered Owner:	On file	Rated Power:	300
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:	KD2B	Distance from Accident Site:	
Observation Time:	14:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rockport, TX (KRKP)	Type of Flight Plan Filed:	None
Destination:	Blanco, TX (PVT)	Type of Clearance:	Traffic advisory
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	1400 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.100278,-98.437778(est)

Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	Cliff Carpenter; FAA; San Antonio, TX
Original Publish Date:	September 22, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103477

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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](#).