



Aviation Investigation Final Report

Location:	RIFLE, Colorado	Accident Number:	DEN85LA081
Date & Time:	February 19, 1985, 17:45 Local	Registration:	N1169Q
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING THE FINAL LANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE TO LEVEL THE ACFT AND INITIATE AN ABORTED LANDING, HOWEVER, THE ACFT CONTACTED A SNOW BANK ALONG THE LEFT SIDE OF THE RWY AND THE ACFT NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. TERRAIN CONDITION - SNOWBANK

Occurrence #4: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 8, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	412 hours (Total, all aircraft), 23 hours (Total, this make and model), 322 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1169Q
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503466
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 15, 1984 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	474 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	BARRY F. HICKS	Rated Power:	300 Horsepower
Operator:	ALLAN B. DUCKWORTH	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	RIL ,5530 ft msl	Distance from Accident Site:	
Observation Time:	18:19 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(RIL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GARFIELD COUNTY RIL	Runway Surface Type:	Asphalt
Airport Elevation:	5530 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Stop and go;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:	39.530838,-107.769767(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	GEORGE ZAREMBA; SALT LAKE CITY , UT
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=16638

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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](#).