



Aviation Investigation Final Report

Location:	Twisp, Washington	Accident Number:	WPR23LA189
Date & Time:	May 13, 2023, 17:00 Local	Registration:	N185MG
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that while demonstrating touch and go landings, he completed a normal touchdown. On rollout, the airplane began to veer to the right. The pilot attempted to correct with full left rudder and brake; however, the airplane exited the right side of the runway and bounced up a small dirt embankment. The airplane completed a full rotation and the left wing impacted terrain, which resulted in insubstantial damage to the left aileron. 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 loss of directional control during landing, which resulted in a runway excursion and ground loop.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 17, 2023
Flight Time:	4485 hours (Total, all aircraft), 40 hours (Total, this make and model), 3641 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 6, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 8, 2021
Flight Time:	289 hours (Total, all aircraft), 11 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185MG
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502902
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 7, 2022 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	66.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2473.2 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-D28
Registered Owner:	On file	Rated Power:	285 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:	KS52,1706 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	29°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Twisp, WA (2S0)	Type of Flight Plan Filed:	None
Destination:	Twisp, WA (2S0)	Type of Clearance:	None
Departure Time:	16:52 Local	Type of Airspace:	Class G

Airport Information

Airport:	TWISP MUNI 2S0	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2701 ft / 60 ft	VFR Approach/Landing:	Full stop;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	48.350585,-120.09395

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Doug Belcher; Federal Aviation Administration; Spokane, WA Paul Lucas; Federal Aviation Administration; Spokane, WA
Original Publish Date:	November 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=174531

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](#).