



Aviation Investigation Final Report

Location:	DURANGO, Colorado	Accident Number:	DEN89LA188
Date & Time:	August 6, 1989, 14:10 Local	Registration:	N9823X
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS PRACTICING TOUCH-&GO LANDINGS ON RWY 2. HE RPRTD THAT THE WIND SOCK WAS INDICATING A STRONG X-WIND WHEN HE LANDED. HE ESTIMATED THE WIND VELOCITY WAS 20 KTS. DURING THE LANDING, HE LOST DIRECTIONAL CONTROL OF THE ACFT & IT GROUND LOOPED. THE 1350 MDT WIND WAS FROM 290 DEG AT 4 GUSTING 20 KTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT. THE WIND CONDITION WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT POSSIBLE
5. GROUND LOOP/SWERVE - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 28, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 600 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9823X
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	1850023
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 17, 1989 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470
Registered Owner:	JACK HEATH	Rated Power:	260 Horsepower
Operator:	HEATH, JACK L.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DUR ,6685 ft msl	Distance from Accident Site:	
Observation Time:	13:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(DUR)	Type of Flight Plan Filed:	None
Destination:	(DUR)	Type of Clearance:	VFR
Departure Time:	13:35 Local	Type of Airspace:	Class E

Airport Information

Airport:	LA PLATA COUNTY DRO	Runway Surface Type:	Asphalt
Airport Elevation:	6685 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	9200 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	

Administrative Information

Investigator In Charge (IIC):	Feith, Gregory
Additional Participating Persons:	DON SHEAVER; SALT LAKE CITY , UT
Original Publish Date:	June 18, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17761

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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](#).