



Aviation Investigation Final Report

Location:	ENNIS, Montana	Accident Number:	SEA92LA179
Date & Time:	August 12, 1992, 20:00 Local	Registration:	N1207Q
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AT THE END OF A CROSS COUNTRY FLIGHT, A NORMAL APPROACH AND LANDING WERE MADE TO THE PRIVATE GRAVEL AIRSTRIP. DURING THE LANDING ROLL, A GUST OF WIND RAISED THE AIRPLANE'S TAIL. WHEN THE TAIL CAME BACK DOWN, THE AIRPLANE BEGAN TO VEER TO THE RIGHT AND SLIDE SIDeways. THE PILOT TRIED TO CORRECT BUT COULD NOT MAINTAIN CONTROL. THE AIRPLANE CONTINUED TO THE RIGHT AND THE LEFT WING CONTACTED THE SURFACE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DIRECTIONAL CONTROL WAS NOT MAINTAINED. FACTORS TO THE ACCIDENT WERE: A LOOSE GRAVEL AIRSTRIP, WIND GUSTS AND INADEQUATE REMEDIAL ACTION.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 12, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1820 hours (Total, all aircraft), 65 hours (Total, this make and model), 1640 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1207Q
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503470
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 8, 1992 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	200 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	SINGLETON, JAMES L.	Rated Power:	300 Horsepower
Operator:	SINGLETON, JAMES L.	Operating Certificate(s) Held:	None
Operator Does Business As:	SINGLETON CONSTRUCTION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DELL , MT	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Gravel
Airport Elevation:	4985 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.279453,-111.709533(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	EARL WEBB; HELENA , MT
Original Publish Date:	August 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42876

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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](#).