



Aviation Investigation Final Report

Location:	SUSANVILLE, California	Accident Number:	LAX98LA268
Date & Time:	August 16, 1998, 17:30 Local	Registration:	N8482D
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that about 300 feet into the takeoff roll on runway 29 and approximately 30 mph, he felt a strong wind gust from his left side and was unable to maintain the aircraft heading with full right rudder and right brake. The aircraft ground looped and came to rest on the runway about 120 degrees from its initial heading. The right main landing gear collapsed, and there was damage to the right wing, right stabilizer, and elevator. The winds were reported as 240 degrees at 12 knots gusting to 21 knots. A witness on the airport said that the winds were 'unpredictably gusty' at the time of the accident. The pilot reported no mechanical malfunction with the aircraft prior to takeoff, but stated that he 'could have made a more accurate estimate of [the] severity of gusts and not attempted the takeoff.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. A factor was the gusty wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. WEATHER CONDITION - CROSSWIND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On August 16, 1998, at 1730 hours Pacific daylight time, a Cessna 185, N8482D, ground looped during takeoff on runway 29 at the Susanville, California, airport. The aircraft sustained substantial damage. The commercial pilot and passenger, the sole occupants, were not injured. The local area personal flight was originating at the time of the accident and no flight plan was filed. Visual meteorological conditions prevailed.

The pilot reported that about 300 feet down the runway and approximately 30 mph, he felt a strong wind gust from the left side and was unable to maintain the aircraft heading with full right rudder and right brake. The aircraft ground looped and came to rest on the runway 120 degrees from its initial heading. The right main landing gear collapsed, and there was damage to the right wing, right stabilizer, and elevator.

The winds were reported as 240 degrees at 12 knots with gusts to 21 knots. A witness on the airport said that the winds were "unpredictably gusty" at the time of the accident. The pilot reported that he had not experienced any mechanical malfunction with the aircraft prior to takeoff, but stated that he "could have made a more accurate estimate of [the] severity of gusts and not attempted the takeoff."

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 27, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 450 hours (Total, this make and model), 3100 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8482D
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-1370
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 4, 1998 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2359 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	FRED PETERS	Rated Power:	300 Horsepower
Operator:		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:	RNO ,4412 ft msl	Distance from Accident Site:	
Observation Time:	00:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, CA (SVE)	Type of Flight Plan Filed:	None
Destination:	ANGWIN , CA (203)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SUSANVILLE MUNICIPAL SVE	Runway Surface Type:	Asphalt
Airport Elevation:	4148 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4050 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.570053,-120.609664(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	LARRY SMITH; RENO , NV
Original Publish Date:	March 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43731

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