



Aviation Investigation Final Report

Location:	BECKWOURTH, California	Accident Number:	LAX99LA249
Date & Time:	July 9, 1999, 14:00 Local	Registration:	N6XS
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said he was landing on runway 25 and encountered a dust devil on touchdown. The airplane veered off the runway and into the dirt area beside the pavement, collapsing the right main landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions and subsequent failure to maintain directional control.

Findings

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

Findings

1. WEATHER CONDITION - DUST DEVIL/WHIRLWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

Factual Information

On July 9, 1999, about 1400 hours Pacific daylight time, a Cessna 185, N6XS, veered off the runway and collapsed the right landing gear while landing at the Nervino airport near Beckwourth, California. Skydive Lake Tahoe operated the airplane under the provisions of 14 CFR Part 91. The airplane sustained substantial damage, and the private pilot and his passenger were not injured. The local personal flight originated at 1300. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated he was landing on runway 25 when he encountered a dust devil on touchdown and veered into the dirt beside the runway. The right main gear strut broke and the right wing hit the ground.

The closest official weather reporting station is the Reno, Nevada, airport, which is 33 miles from the accident site. At the time, the station was reporting winds of 3 knots.

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 8, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	175 hours (Total, all aircraft), 20 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6XS
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1851424
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	June 1, 1999 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4500 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	SKYDIVE LAKE TAHOE	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:	33 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	115°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(002)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NERVINO 002	Runway Surface Type:	Asphalt
Airport Elevation:	4894 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4660 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	39.509021,-119.989074(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	ADRIAN GRIEVE; RENO , NV
Original Publish Date:	August 14, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46807

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