



Aviation Investigation Final Report

Location:	SARATOGA SPRNGS, New York	Accident Number:	NYC00LA077
Date & Time:	February 12, 2000, 13:00 Local	Registration:	N8425Q
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane touched down under calm wind conditions, with the left wing down. The left wheel rim fractured, and the wheel came off the rim, but the airplane veered off the runway to the right. It hit a snow bank, and flipped up, and onto its nose.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control of the airplane during the landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOWBANK

Factual Information

On February 12, 2000, about 1300 Eastern Standard Time, a Cessna 185, N8425Q, was substantially damaged during a landing at Saratoga County Airport (5B2), Saratoga Springs, New York. The certificated private pilot and his passenger were uninjured. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the local flight, which was conducted under 14 CFR Part 91.

According to the pilot's written statement, the winds were calm, flaps were fully extended, and airspeed was 75 knots indicated. The flare was started "at about the numbers and touchdown was a smooth three point with the stall horn. There was a slight movement to the left." The landing rollout was being maintained on the centerline, "when suddenly the plane turned to the right and the left wing tip dropped." The airplane did not respond to control inputs, and continued to the right, striking the snow bank at the edge of the runway at an angle between 45 and 90 degrees. "The plane flipped up and over the bank coming to land on its nose, perpendicular to the ground."

The pilot further stated that upon inspection of the runway, there was a "straight rubber scuff" to the left of centerline, "maybe 200-250 feet long, that then turned to the right and into the snow bank over a distance of about 40 feet. The scrape of the wingtip was parallel on the outside [of] the left tire mark." The left tire was found to be off the wheel and around the main strut.

The Federal Aviation Administration's party representative stated that the left wheel rim had fractured, and that in a subsequent conversation with the pilot, the pilot revealed that the landing had been accomplished "with the right wheel up in the air."

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 28, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	349 hours (Total, all aircraft), 31 hours (Total, this make and model), 209 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8425Q
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503695
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 6, 1999 Annual	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1076 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	DAVID G. LAPOINTE	Rated Power:	285 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:	ALB ,285 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	12:51 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5B2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	SARATOGA COUNTY 5B2	Runway Surface Type:	Asphalt
Airport Elevation:	433 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4700 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	43.060592,-73.769363(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	GEORGE MURGITROYDE; ALBANY, NY
Original Publish Date:	November 29, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=48688

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](#).