



Aviation Investigation Final Report

Location:	BURNET, Texas	Accident Number:	FTW00LA261
Date & Time:	September 16, 2000, 12:00 Local	Registration:	N34NC
Aircraft:	Cessna 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was landing on runway 01 when the airplane encountered a 'crosswind gust,' and subsequently, the airplane swerved to the right, the left wing dipped, the wing-tip contacted the runway surface, and the airplane nosed over. The pilot added that the winds were from 100 degrees at 7 knots, gusting between 10 and 15 knots.

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 of the airplane while landing. A factor was the crosswind.

Findings

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

Findings

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

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On September 16, 2000, at 1200 central daylight time, a Cessna 185F tailwheel equipped airplane, N34NC, was substantially damaged while landing on runway 01 at Burnet Municipal Airport, Burnet, Texas. The commercial pilot, who was the registered owner and operator of the airplane, and his passenger sustained minor injuries. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from TP McCampbell Airport, Ingleside, Texas, at 1024 and was destined for Burnet, Texas.

According to the pilot, he utilized the "proper crosswind landing technique," during the approach to runway 01. As the airplane touched down, it encountered a "crosswind gust," and subsequently, the airplane swerved to the right, the left wing "dipped," the wing-tip contacted the runway surface, and the airplane nosed over. The airplane came to rest inverted on the runway. The pilot added that the winds were from 100 degrees at 7 knots, gusting between 10 and 15 knots.

According to an FAA inspector, who examined the airplane, the top of the vertical stabilizer, rudder, and both main wing spars sustained structural damage. He added that the three propeller blades were curled.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	70, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 17, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 350 hours (Total, this make and model), 3750 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34NC
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503886
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 2000 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6810 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-D2B
Registered Owner:	DALTON L. KUDER	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	INGLESIDE , TX (T43)	Type of Flight Plan Filed:	None
Destination:	(BMQ)	Type of Clearance:	
Departure Time:	10:24 Local	Type of Airspace:	Class E

Airport Information

Airport:	BURNET MUNICIPAL BMQ	Runway Surface Type:	Asphalt
Airport Elevation:	1283 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	30.759292,-98.220985(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	EDWARD J TRAYHAN; SAN ANTONIO , TX
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50286

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