



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Emmett, Idaho	<b>Accident Number:</b>	SEA03LA171
<b>Date &amp; Time:</b>	August 17, 2003, 13:30 Local	<b>Registration:</b>	N185LC
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot, who was operating his tailwheel-equipped aircraft in variable gusting winds, had completed one touch-and-go landing, and was on the landing roll of his second. Soon after touchdown, the aircraft encountered a right quartering tailwind that pushed it toward the left side of the runway. As part of his attempt to maintain directional control while he brought the aircraft to a stop in the tailwind conditions, the pilot applied differential braking. During this sequence of events, the pilot failed to reduce his level of brake application to a level that would compensate for the effects of the tailwind, and therefore the aircraft nosed over on the runway surface. According to the pilot, there did not seem to be anything wrong with the aircraft's brakes or flight controls. According to the pilot, without the effects of the tailwind, the aircraft probably would not have nosed over. In the recommendation section of the pilot report that he submitted to the NTSB, the pilot wrote, "Don't try to land with quartering tailwind."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for a quartering tailwind during the initial part of the landing roll, and his failure to adequately decrease his brake applications to compensate for the tailwind conditions. Factors include, variable, gusting winds, and a tailwind during the landing roll..

## Findings

Occurrence #1: NOSE OVER

Phase of Operation: LANDING - ROLL

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - TAILWIND
5. (F) WEATHER CONDITION - GUSTS

## Factual Information

On August 17, 2003, approximately 1330 mountain daylight time, a Cessna 185, N185LC, nosed over during the landing roll at Sawyer Field, Emmett, Idaho. The airline transport pilot and one of his passengers were not injured, but a second passenger received minor injuries. The aircraft, which is owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which was in the VFR traffic pattern at Sawyer Field, was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, who was operating his tailwheel-equipped aircraft in variable gusting winds, he had completed one touch-and-go landing at Emmett, and was on the landing roll of his second. Soon after touchdown, the aircraft encountered a right quartering tailwind that pushed it toward the left side of the runway. As part of his attempt to maintain directional control while he brought the aircraft to a stop in the tailwind conditions, the pilot applied differential braking. During this sequence of events, the aircraft nosed over on the runway surface. According to the pilot, there did not seem to be anything wrong with the aircraft's brakes or flight controls, and without the effects of the tailwind, the aircraft probably would not have nosed over. In the recommendation section of the pilot report that he submitted to the NTSB, the pilot wrote, "Don't try to land with quartering tailwind."

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 26, 2003
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	February 15, 2003
<b>Flight Time:</b>	16000 hours (Total, all aircraft), 15 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N185LC
<b>Model/Series:</b>	185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502014
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 15, 2003 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	Donald R. Cobb	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Emmett, ID (S78 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Emmett, ID (S78 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Emmett Municipal S78	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2350 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3250 ft / 50 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	43.849723,-116.542778

## Administrative Information

**Investigator In Charge (IIC):** Anderson, Orrin

**Additional Participating Persons:** Lewis Sanders; Boise FSDO

**Original Publish Date:** March 2, 2004

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=57713>

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