



Aviation Investigation Final Report

Location:	Minden, Nevada	Accident Number:	LAX04CA222
Date & Time:	June 2, 2004, 09:20 Local	Registration:	N9961G
Aircraft:	Cessna A188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot lost control of the tail wheel equipped airplane while on landing roll and ground looped the airplane. The pilot had no prior experience in the accident airplane make and model, which was a single seat airplane, and was receiving guidance from another pilot via a handheld radio. During the pilot's third landing, he reduced power, the airplane yawed to the left, and ground looped. The pilot reported no anomalies with the airplane that would have led to the accident.

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 during landing roll, which resulted in an inadvertent ground loop. A contributing factor was the pilot's lack of experience in the accident airplane.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Factual Information

On June 2, 2004, at 0920 Pacific daylight time, a Cessna A188A AgWagon airplane, N9961G, had the right main landing gear collapse during landing at the Minden-Tahoe Airport (MEV), Minden, Nevada. The pilot was operating the airplane, registered to a private individual, under the provisions of 14 CFR Part 91 as an instructional flight. The commercial pilot, the sole occupant, was not injured. The local flight departed MEV approximately 20 minutes prior to the accident. Visual meteorological conditions prevailed, and a flight plan had not been filed.

According to the Federal Aviation Administration (FAA) inspector who responded to the accident site, the pilot was getting checked out in the single seat, tail wheel equipped airplane. The pilot was experienced in tail wheel equipped airplanes; however, he had never flown in this aircraft make and model until the accident flight. He was receiving guidance via a handheld radio from another pilot located on the ground.

In a written statement provided by the pilot, he reported that he received a briefing on the airplane from the other pilot, who suggested that he perform wheel landings rather than three-point landings. The other pilot also briefed the accident pilot on approach speeds and stall speeds. The pilot taxied out to the active runway and noted that the airplane required some differential braking during turns. He performed a standard run-up, found everything to be "operating normally," and proceeded with his takeoff.

The pilot performed two wheel landing touch-and-goes before coming in for his third landing, which was to be to a full stop. His third approach was the same as the first two, but as he reduced the power, the tail lowered and the airplane yawed to the left. The pilot said that he "did not have enough rudder authority" to correct for the yaw. The pilot on the ground told the accident pilot to add power, which he did. However, the airplane departed the left side of the runway, and the pilot reduced power. The airplane continued to "ground loop," resulting in an excessive "side load" on the right main landing gear, which separated. The airplane came to rest upright.

According to a mechanic located at MEV, the airplane's right rear spar sustained structural damage. The pilot reported that there were no mechanical anomalies with the airplane prior to the accident. The FAA inspector examined the airplane after the accident, and found no anomalies with its flight controls or ground steering system.

The weather observation facility located at the Lake Tahoe Airport (13 miles southwest of the accident airport) reported the wind as calm at 0853.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 10, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 15, 2004
Flight Time:	2700 hours (Total, all aircraft), 1 hours (Total, this make and model), 36 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9961G
Model/Series:	A188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18800761
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-540
Registered Owner:	David B. Seashore	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TVL,6264 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	217°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	14°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minden, NV (MEV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	Minden-Tahoe MEV	Runway Surface Type:	Asphalt
Airport Elevation:	4726 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7400 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.000278,-119.751113

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Bill Kunder; Federal Aviation Administration; Reno, NV
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59335

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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](#).