



Aviation Investigation Final Report

Location:	Beatty, Nevada	Accident Number:	LAX06CA022
Date & Time:	October 28, 2005, 19:00 Local	Registration:	N2876J
Aircraft:	Cessna T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The tail wheel equipped airplane ground looped and the right main landing gear collapsed during the landing roll. As the pilot entered the traffic pattern he made note of the airport's windsock, which indicated a variable 10- to 15-knot wind. When the airplane was about halfway down the length of the runway on the landing roll it encountered a gust of wind. The gust contacted the tail, which resulted in the airplane veering to the right of the runway centerline. The pilot attempted to regain control, but the right main landing gear collapsed and the right wing contacted terrain. The airplane came to rest off the right side of the runway. The pilot reported no preimpact mechanical malfunctions or failures with the airplane or engine.

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 gusty wind conditions and failure to maintain directional control of the airplane on the landing roll.

Findings

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

Findings

1. WEATHER CONDITION - GUSTS

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

The aircraft ground looped and the right main landing gear collapsed during the landing roll of the tail wheel equipped airplane. After an approximate 1-hour cross-country flight, the pilot entered the vicinity of his destination airport. He made note of the airport's windsock, which indicated a variable 10- to 15-knot wind. After touching down on the runway surface, the airplane began the landing rollout. As the airplane continued about halfway down the length of the runway, a gust of wind was encountered. The gust contacted the tail, which resulted in the airplane veering to the right of the runway centerline. The pilot attempted to regain control, but the right main landing gear collapsed and the right wing contacted terrain. The airplane came to rest off the right side of the runway. The pilot thought that the accident could have been prevented if he had taken more consideration for the gusty wind conditions. The closest weather reporting station is located about 40 nautical miles east of the accident site. The pilot reported no preimpact mechanical malfunctions or failures with the airplane or engine.

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	March 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	970 hours (Total, all aircraft), 15 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2876J
Model/Series:	T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803551T
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	TSIO-520-T1B
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tonopah, NV (TPH)	Type of Flight Plan Filed:	None
Destination:	Beatty, NV (BTY)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Beatty Airport BTY	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5600 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	36.860832,-116.786941

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Eric Barr; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	February 28, 2006
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=62753

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