



Aviation Investigation Final Report

Location:	Bend, Oregon	Accident Number:	SEA08CA112
Date & Time:	April 26, 2008, 13:00 Local	Registration:	N185NH
Aircraft:	Cessna 185E	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing roll of a full-stop landing, the airplane encountered an unexpected gusting crosswind, and the pilot was unable to maintain directional control. After the pilot lost directional control, one of the airplane's wing tips impacted the runway surface. Inspection of the aircraft found no preimpact mechanical anomalies with the control or brake systems.

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 the crosswind condition and failure to maintain directional control. Contributing to the accident was an unexpected crosswind gust.

Findings

Environmental issues	Crosswind - Not specified
Environmental issues	Gusts - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Lack of action - Pilot
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	November 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	333 hours (Total, all aircraft), 40 hours (Total, this make and model), 39 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185NH
Model/Series:	185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18501609
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:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Brian P. Schaffner	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salem, OR (KSLE)	Type of Flight Plan Filed:	None
Destination:	Bend, OR (KBDN)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Bend Municipal KBDN	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	44.093797,-121.20147

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Federal Aviation Administration; Portland, OR
Original Publish Date:	May 28, 2008
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.ntsb.gov/Docket?ProjectID=67893

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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](#).