



Aviation Investigation Final Report

Location:	Sand Coulee, Montana	Accident Number:	WPR10CA024
Date & Time:	October 18, 2009, 09:55 Local	Registration:	N1677R
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was landing the tailwheel-equipped airplane on a grass runway, with a 30-degree right crosswind. He reported that when the airplane touched down, during the landing rollout, the right wing "came up" and the airplane began to swerve. The pilot reported that he was able to correct the swerve; however, the left wing "hit the turf," which resulted in substantial damage. The pilot reported that there were no preaccident mechanical problems with the airplane.

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 during landing with a crosswind.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1704 hours (Total, all aircraft), 963 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1677R
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-02400
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 9, 2009 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3713 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	PRILL DANIEL F	Rated Power:	285 Horsepower
Operator:	PRILL DANIEL F	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:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	13°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Great Falls, MT (1MT7)	Type of Flight Plan Filed:	Unknown
Destination:	Great Falls, MT	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	

Airport Information

Airport:	Prill Field 1MT7	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3160 ft / 50 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:	None
Total Injuries:	1 None	Latitude, Longitude:	47.420833,-111.158332(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Will Willbanks; FAA FSDO; Helena, MT
Original Publish Date:	April 19, 2010
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=74927

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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](#).