



# Aviation Investigation Final Report

<b>Location:</b>	Leesburg, Virginia	<b>Accident Number:</b>	ERA14CA185
<b>Date &amp; Time:</b>	April 8, 2014, 11:30 Local	<b>Registration:</b>	N4862U
<b>Aircraft:</b>	Cessna 205A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot's origination airport, which was 21 nautical miles from the destination airport, there was a 6 knot wind when he departed. The pilot flew west and encountered turbulence after clearing the Washington D.C. Special Flight Rules Area. Twenty five minutes into the flight, the pilot discovered that his destination airport, which was several miles away, was not reporting wind. Expecting wind similar to what he experienced at his originating airport, the pilot proceeded to the destination airport and entered the traffic pattern on the downwind leg. In order to maintain his course he entered a crab angle. The pilot turned to the base leg of the traffic pattern and then established himself on final approach where he observed about a 12 knot wind indication from the windsock. He maneuvered the airplane into a left wing low attitude with full right rudder in order to line up with the centerline of runway 35. Once over the runway, the pilot flared the airplane nose; however, a strong wind gust pushed it to the right. He applied full power to initiate a go around maneuver, but the wind continued to carry the airplane to the right. The left main landing gear touched down in "soggy" grass terrain and the nose landing gear subsequently impacted the ground. The airplane then nosed over and came to rest inverted. Postaccident examination of the wreckage revealed substantial damage to the engine firewall, fuselage, and left wing. The pilot reported no mechanical malfunctions or anomalies with the airframe or engine that would have precluded normal operation.

At the time of the accident, the wind at Washington-Dulles International Airport was reported from 300 at 19 knots gusting to 32 knots.

## 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 wind conditions during landing, resulting in a

runway excursion and impact with terrain. Contributing to the accident was the pilot's inadequate evaluation of the wind conditions.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Response/compensation
<b>Personnel issues</b>	Identification/recognition - Pilot
<b>Environmental issues</b>	Meteo equip coverage/avail - Availability of related info
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Runway excursion
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 29, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 14, 2013
<b>Flight Time:</b>	183 hours (Total, all aircraft), 6 hours (Total, this make and model), 89 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4862U
<b>Model/Series:</b>	205A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1964	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	205-0562
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 1, 2014 Annual	<b>Certified Max Gross Wt.:</b>	2899 lbs
<b>Time Since Last Inspection:</b>	8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4354 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-S
<b>Registered Owner:</b>	Robert Bailey, JR	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	Robert Bailey, JR	<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>	IAD,313 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	11:45 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Scattered / 5500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	19 knots / 32 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.55 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MANASSAS, VA (HEF )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Leesburg, VA (JYO )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	LEESBURG EXECUTIVE JYO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	389 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5499 ft / 100 ft	<b>VFR Approach/Landing:</b>	Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.078056,-77.557502(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stein, Stephen
<b>Additional Participating Persons:</b>	Kirk Duggan; FAA/FSDO; Washington, DC
<b>Original Publish Date:</b>	May 5, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=89024">https://data.nts.gov/Docket?ProjectID=89024</a>

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