



Aviation Investigation Final Report

Location:	Leesburg, Virginia	Accident Number:	ERA14CA185
Date & Time:	April 8, 2014, 11:30 Local	Registration:	N4862U
Aircraft:	Cessna 205A	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 29, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 14, 2013
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N4862U
Model/Series:	205A	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	205-0562
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 2014 Annual	Certified Max Gross Wt.:	2899 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4354 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-S
Registered Owner:	Robert Bailey, JR	Rated Power:	260 Horsepower
Operator:	Robert Bailey, JR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IAD,313 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 32 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.55 inches Hg	Temperature/Dew Point:	16°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MANASSAS, VA (HEF)	Type of Flight Plan Filed:	VFR
Destination:	Leesburg, VA (JYO)	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	LEESBURG EXECUTIVE JYO	Runway Surface Type:	Asphalt
Airport Elevation:	389 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5499 ft / 100 ft	VFR Approach/Landing:	Go around;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:	39.078056,-77.557502(est)

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	Kirk Duggan; FAA/FSDO; Washington, DC
Original Publish Date:	May 5, 2014
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=89024

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).