



# Aviation Investigation Final Report

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<b>Location:</b>	Henderson, Nevada	<b>Accident Number:</b>	GAA17CA362
<b>Date &amp; Time:</b>	June 23, 2017, 16:20 Local	<b>Registration:</b>	N4356R
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during the landing as the tailwheel began to settle, a "massive and unexpected gust of wind" lifted the left wing. He immediately attempted to recover by adding rudder inputs; however, the wind shifted to a "quartering tailwind," and the rear of the airplane whipped rapidly to the right. He applied the brakes as the airplane encountered a downhill slope on the left side of the runway, and it then came to rest inverted.

The airplane sustained substantial damage to the empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system located on the airport reported that, about the time of the accident, the wind was from 360° at 12 knots, gusting to 17 knots. The pilot landed on runway 35L.

## 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 the landing roll in gusting wind conditions.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Sloped/uneven terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Runway excursion
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 26, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 25, 2017
<b>Flight Time:</b>	(Estimated) 2200 hours (Total, all aircraft), 145.1 hours (Total, this make and model), 83.3 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4356R
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502939
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	October 21, 2016 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	647.1 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-520-D-22
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	375 Horsepower
<b>Operator:</b>	On file	<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>	KHND,2458 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	22:56 Local	<b>Direction from Accident Site:</b>	45°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.81 inches Hg	<b>Temperature/Dew Point:</b>	44°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	VAN NUYS, CA (VNY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Las Vegas, NV (HND )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	HENDERSON EXECUTIVE HND	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2491 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6501 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.974166,-115.135276(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	John Wa; FAA; Las Vegas, NV
<b>Original Publish Date:</b>	September 7, 2017
<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=95427">https://data.nts.gov/Docket?ProjectID=95427</a>

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.

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