



National Transportation Safety Board Aviation Accident Final Report

Location:	DURANGO, CO	Accident Number:	DEN99LA045
Date & Time:	03/01/1999, 1602 MST	Registration:	N9823X
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot said the wind was 'steady at 14 mph, gusting to 24 mph,' between 240 and 260 degrees, as he attempted to make a crosswind wheel landing on runway 20. When the airplane touched down, the left wheel 'skidded' when left brake was applied. The airplane ground looped and departed the right side of the runway, incurring substantial damage to the left wing. The airplane was FAA certificated under Type Certificate 3A24. No maximum or demonstrated crosswind component is listed in the Pilot's Operating Handbook.

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 and inadvertently allowing the airplane to ground loop. Factors were gusty crosswind conditions, pertinent crosswind information not made available by the manufacturer, and FAA's inadequate certification and approval of the airplane.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. (F) INFORMATION UNAVAILABLE - MANUFACTURER
6. (F) INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

On March 1, 1999, at 1602 mountain standard time, Cessna 185, N9823X, was substantially damaged when it collided with terrain during landing roll at the Durango-La Plata County Airport, Durango, Colorado. The private pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Durango approximately 1545.

According to his accident report, the pilot said the wind was "steady at 14 mph, gusting to 24 mph," between 240 and 260 degrees, as he attempted to make a crosswind wheel landing on runway 20. When the airplane touched down, the left wheel "skidded" when left brake was applied. The airplane ground looped and departed the right side of the runway, incurring substantial damage to the left wing.

N9823X, a 1961 Cessna 185, was certificated by the Federal Aviation Administration under Type Certificate 3A24. No maximum or demonstrated crosswind component is listed in the Pilot's Operating Handbook.

According to FAA's Flight Standards District Office in Salt Lake City, Utah, this was the pilot's fourth accident and the third one in this particular airplane, to wit:

August 16, 1989 Cessna 185 N9823X August 16, 1990 Mooney M20 N100JM June 13, 1992 Cessna 185 N9823X March 1, 1999 Cessna 185 N9823X

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/14/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	974 hours (Total, all aircraft), 850 hours (Total, this make and model), 974 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9823X
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	185-0023
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/08/1999, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	13 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2301 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-F
Registered Owner:	JACK L. HEATH	Rated Power:	260 hp
Operator:	JACK L. HEATH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DRO, 6685 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1653 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / -11 °C
Precipitation and Obscuration:			
Departure Point:	(DRO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 MST	Type of Airspace:	Class E

Airport Information

Airport:	DURANGO-LA PLATA COUNTY (DRO)	Runway Surface Type:	Asphalt
Airport Elevation:	6685 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	9201 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	04/25/2001
Additional Participating Persons:	JAY M MOONEY; SALT LAKE CITY, UT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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