



National Transportation Safety Board Aviation Accident Data Summary

Location:	BOULDER CITY, NV	Accident Number:	SEA85LA102
Date & Time:	05/01/1985, 1600 PST	Registration:	N2518D
Aircraft:	CESSNA 170B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING ARRIVAL, A PERSON ANSWERING THE UNICOM REPORTED THAT RWY 3 WAS THE ACTIVE RWY & THAT THE WIND WAS 10 KTS. THE PLT MADE A WHEEL LANDING ON RWY 3 IN WINDS THAT WERE FROM 210 DEG AT 10 KTS. HE STATED THAT WHEN THE TAILWHEEL CAME DOWN DURING THE LANDING ROLL, THE ACFT WAS BLOWN TOWARD THE LEFT. AFTER VEERING LEFT, THE ACFT COLLIDED WITH A TIED DOWN GLIDER & WENT INTO A 4 FT DEEP DITCH. SEVERAL PERSONS NOTED THAT THERE WERE DUST DEVILS ON THE ARPT AT OR NEAR THE TIME OF THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. (C) WEATHER CONDITION - UNFAVORABLE WIND
5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

6. DIRECTIONAL CONTROL - NOT MAINTAINED
7. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

8. (F) OBJECT - AIRCRAFT PARKED/STANDING

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	676 hours (Total, all aircraft), 13 hours (Total, this make and model), 525 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2518D
Model/Series:	170B 170B	Engines:	1 Reciprocating
Operator:	ARTHUR KIMBALL	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-300-C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 210°
Temperature:	36 °C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	HESPERIA, CA (L26)	Destination:	(BLD)

Airport Information

Airport:	BOULDER CITY (BLD)	Runway Surface Type:	Asphalt
Runway Used:	3	Runway Surface Condition:	Dry
Runway Length/Width:	3100 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): CANDACE C CARRERA

Adopted 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.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.