



National Transportation Safety Board Aviation Accident Final Report

Location:	Necedah, WI	Accident Number:	CHI02TA149
Date & Time:	06/01/2002, 1340 CDT	Registration:	N185NR
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Public Aircraft

Analysis

The airplane was substantially damaged when it veered off the runway during landing rollout on runway 18 (2,700 feet by 60 feet, asphalt). The pilot reported that a gust of wind forced the aircraft to turn right and that full left rudder and braking could not straighten the aircraft. The pilot stated that he allowed the rollout to continue onto the grass along side the runway, when the left main landing gear sank in sand. The pilot reported the winds at the time of the accident were from 240 degrees at 13 knots gusting to 18 knots. The maximum demonstrated crosswind for a 1977 Cessna A185F is 15 kts. There is no published maximum demonstrated crosswind for the accident airplane, which was a 1973 Cessna A185F.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Directional control of the airplane not maintained by the pilot. The gusting winds was a contributing factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 1, 2002, at 1340 central daylight time, a Cessna A185F, N185NR, operated by the Wisconsin Department of Natural Resources, was substantially damaged when it veered off the runway during landing rollout on runway 18 (2,700 feet by 60 feet, asphalt) at the Necedah Airport (DAF), Necedah, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 public-use flight was not operating on a flight plan. The airline transport pilot reported no injuries. The flight originated from the Wittman Regional Airport, Oshkosh, Wisconsin, at 1115 and was en route to DAF.

The pilot stated in a written statement, "...After touchdown the aircraft was caught by a violent gust of wind forcing the aircraft into a turn to the right. Full left rudder and braking was applied and was insufficient to halt the turning momentum/force of the wind. Pilot then elected to allow roll out to continue on adjacent grass area. When the aircraft left the runway the left main landing gear sunk into the sand causing the aircraft to go up on the nose and left wing coming to a stop."

The pilot reported the winds, at the time of the accident, were from 240 degrees at 13 knots gusting to 18 knots.

The maximum demonstrated crosswind for a 1977 Cessna A185F is 15 kts. There is no published maximum demonstrated crosswind for the accident airplane, which was a 1973 Cessna A185F.

The Federal Aviation Administration and the Wisconsin Department of Natural Resources were parties to the investigation.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/23/2002
Occupational Pilot:		Last Flight Review or Equivalent:	04/26/2002
Flight Time:	9229 hours (Total, all aircraft), 400 hours (Total, this make and model), 7968 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185NR
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18502273
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	12/02/2001, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4216 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-FCD
Registered Owner:	State of Wisconsin	Rated Power:	300 hp
Operator:	State of Wisconsin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	Necedah, WI (DAF)	Type of Clearance:	None
Departure Time:	1115 CDT	Type of Airspace:	Class E

Airport Information

Airport:	NECEDAH (DAF)	Runway Surface Type:	Asphalt
Airport Elevation:	919 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2700 ft / 60 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):	Mitchell F Gallo	Report Date:	04/18/2003
Additional Participating Persons:	Duane M Hahn; Federal Aviation Administration; Milwaukee, WI Greg Stacey; Wisconsin Department of Natural Resources; Madison, WI		
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.nts.gov/pubdms/ .		

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