



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Minden, NV	<b>Accident Number:</b>	LAX04CA222
<b>Date &amp; Time:</b>	06/02/2004, 0920 PDT	<b>Registration:</b>	N9961G
<b>Aircraft:</b>	Cessna A188A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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On June 2, 2004, at 0920 Pacific daylight time, a Cessna A188A AgWagon airplane, N9961G, had the right main landing gear collapse during landing at the Minden-Tahoe Airport (MEV), Minden, Nevada. The pilot was operating the airplane, registered to a private individual, under the provisions of 14 CFR Part 91 as an instructional flight. The commercial pilot, the sole occupant, was not injured. The local flight departed MEV approximately 20 minutes prior to the accident. Visual meteorological conditions prevailed, and a flight plan had not been filed.

According to the Federal Aviation Administration (FAA) inspector who responded to the accident site, the pilot was getting checked out in the single seat, tail wheel equipped airplane. The pilot was experienced in tail wheel equipped airplanes; however, he had never flown in this aircraft make and model until the accident flight. He was receiving guidance via a handheld radio from another pilot located on the ground.

In a written statement provided by the pilot, he reported that he received a briefing on the airplane from the other pilot, who suggested that he perform wheel landings rather than three-point landings. The other pilot also briefed the accident pilot on approach speeds and stall speeds. The pilot taxied out to the active runway and noted that the airplane required some differential braking during turns. He performed a standard run-up, found everything to be "operating normally," and proceeded with his takeoff.

The pilot performed two wheel landing touch-and-goes before coming in for his third landing, which was to be to a full stop. His third approach was the same as the first two, but as he reduced the power, the tail lowered and the airplane yawed to the left. The pilot said that he "did not have enough rudder authority" to correct for the yaw. The pilot on the ground told the accident pilot to add power, which he did. However, the airplane departed the left side of the runway, and the pilot reduced power. The airplane continued to "ground loop," resulting in an excessive "side load" on the right main landing gear, which separated. The airplane came to rest upright.

According to a mechanic located at MEV, the airplane's right rear spar sustained structural damage. The pilot reported that there were no mechanical anomalies with the airplane prior to

the accident. The FAA inspector examined the airplane after the accident, and found no anomalies with its flight controls or ground steering system.

The weather observation facility located at the Lake Tahoe Airport (13 miles southwest of the accident airport) reported the wind as calm at 0853.

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/10/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/15/2004
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 1 hours (Total, this make and model), 36 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9961G
<b>Model/Series:</b>	A188A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	18800761
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	David B. Seashore	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	David B. Seashore	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TVL, 6264 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1553 PDT	Direction from Accident Site:	217°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	14° C / 3° C
Precipitation and Obscuration:			
Departure Point:	Minden, NV (MEV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0850 PDT	Type of Airspace:	Class E

## Airport Information

Airport:	Minden-Tahoe (MEV)	Runway Surface Type:	Asphalt
Airport Elevation:	4726 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7400 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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:	39.000278, -119.751111

## Administrative Information

Investigator In Charge (IIC):	Nicole L Charnon
Additional Participating Persons:	Bill Kunder; Federal Aviation Administration; Reno, NV
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .