



National Transportation Safety Board Aviation Accident Data Summary

Location:	Diamond Point, WA	Accident Number:	WPR10CA073
Date & Time:	12/05/2009, 1645 PST	Registration:	N20186
Aircraft:	CESSNA 172M	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was landing at a non-controlled airport where variable gusty winds were present. While on final, she encountered a right crosswind and then both updrafts and downdrafts as she crossed over a cliff under the flight path. The pilot said that while the touchdown was uneventful, as the airplane slowed during the landing roll it encountered a right crosswind gust and the right wing lifted. Although the pilot attempted remedial flight control inputs and added power, the left wing scrapped the runway surface and the airplane rotated to the left, exposing it to a nearly direct tailwind. As the pilot attempted to bring it back under control, the airplane nosed over onto its back. According to the pilot, there was no indication of any problem with the flight control or nosewheel steering systems. The pilot also stated that the winds from the north were unusual for this airport, and that she based her assumptions as to what would happen on the runway on the normal westerly or southeasterly winds.

Flight Events

Landing-landing roll - Loss of control on ground
Landing-landing roll - Dragged wing/rotor/float/other
Landing-landing roll - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's inadequate compensation for the variable and unfavorable wind conditions.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Crosswind correction-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-(general)-Response/compensation

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	426 hours (Total, all aircraft), 80 hours (Total, this make and model), 377 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N20186
Model/Series:	172M	Engines:	1 Reciprocating
Operator:	Carl Peecher	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Dusk	Wind Speed/Gusts, Direction:	10 knots/ 20 knots, Variable
Temperature:	4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seattle, WA (KBFI)	Destination:	Diamond Point, WA (2WA1)

Airport Information

Airport:	Diamond Point (2WA1)	Runway Surface Type:	Asphalt
Runway Used:	29	Runway Surface Condition:	Dry
Runway Length/Width:	2300 ft / 24 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted Date:	03/23/2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75138		

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