



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Brawley, CA	<b>Accident Number:</b>	GAA18CA010
<b>Date &amp; Time:</b>	10/11/2017, 1600 PDT	<b>Registration:</b>	N80060
<b>Aircraft:</b>	AIR TRACTOR INC AT 402B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll in crosswind conditions, a wind gust abruptly lifted the right wing. The pilot attempted to correct with control inputs but was unsuccessful. The airplane continued to veer to the left and came to a stop in a canal.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 13 nautical miles from the accident site reported that, about 7 minutes before the accident, the wind was from 160° at 4 knots. The pilot reported that he landed to the east.

## 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 during landing in gusting crosswind conditions.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation Gusts - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter Attempted remediation/recovery
Landing	Loss of control on ground (Defining event) Runway excursion

### Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	11/12/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/07/2017
Flight Time:	(Estimated) 4100 hours (Total, all aircraft), 300 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 270 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N80060
Model/Series:	AT 402B B	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	402B-1355
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	08/04/2017, 100 Hour	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	190.4 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6-34AG
Registered Owner:	BANK OF UTAH TRUSTEE	Rated Power:	hp
Operator:	On file	Operating Certificate(s) Held:	Agricultural Aircraft (137)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KIPL, -58 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	2253 UTC	Direction from Accident Site:	235°
Lowest Cloud Condition:	Few / 12000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	34° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brawley, CA (NA)	Type of Flight Plan Filed:	None
Destination:	Brawley, CA (NA)	Type of Clearance:	None
Departure Time:	1555 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	Private Strip (NA)	Runway Surface Type:	Dirt
Airport Elevation:	-127 ft	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2400 ft / 120 ft	VFR Approach/Landing:	Full Stop; Straight-in

## 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:	32.960278, -115.366944 (est)

## Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Report Date:	04/23/2018
Additional Participating Persons:	David E Lowther; FAA; San Diego, CA		
Publish Date:	04/23/2018		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96179">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96179</a>		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).