



Aviation Investigation Final Report

Location:	Reardan, Washington	Accident Number:	GAA19CA055
Date & Time:	November 9, 2018, 10:02 Local	Registration:	N185PR
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor was evaluating a pilot receiving instruction in a tailwheel-equipped, high-performance airplane for a visual flight rules cross-country flight. He added that they considered the runway to be "a one-way strip." When they arrived at the private airstrip, the GPS indicated a 5-knot crosswind from the southeast.

During the approach, the airplane was about "50 ft high" when it crossed their predetermined go-around point; they continued the landing. During the touchdown, the airplane bounced twice, and the pilot then initiated a go-around. The instructor then "reminded" the pilot that they were committed to the landing and instructed him not to go-around, so the pilot transitioned the airplane back to landing.

During the subsequent touchdown, the airplane "quickly" veered right. The pilot attempted to correct the veer, but the airplane exited the right side of the airstrip onto soft ground, and it then nosed down and came to rest on the spinner and left wing.

The airplane sustained substantial damage to the left wing.

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

The pilot indicated that the wind at the airport was from about 140° at 5 knots. The pilot landed the airplane on runway 5.

The flight instructor recommended that he should have taken the controls sooner in the abnormal situation.

Probable Cause and Findings

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

The pilot receiving instruction's improper approach and landing flare in crosswind conditions, which resulted in a bounced landing and subsequent loss of directional control. Contributing to the accident was the flight instructor’s delayed remedial action.

Findings

Aircraft	Landing flare - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Landing	Abnormal runway contact
Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Nose over/nose down

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	57,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 20, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 25, 2018
Flight Time:	(Estimated) 7299 hours (Total, all aircraft), 838 hours (Total, this make and model), 6511 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	29,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 8, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 11, 2018
Flight Time:	(Estimated) 362 hours (Total, all aircraft), 26 hours (Total, this make and model), 238 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185PR
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502889
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 5, 2018 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8381.6 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)
Operator Does Business As:	Moody Aviation	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSKA, 2461 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	17:58 Local	Direction from Accident Site:	114°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	0°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spokane, WA (SFF)	Type of Flight Plan Filed:	VFR
Destination:	Reardan, WA (WA08)	Type of Clearance:	Unknown
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ZWAINZ FARMS WA08	Runway Surface Type:	Grass/turf
Airport Elevation:	2795 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2600 ft / 45 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.713333,-117.919998(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Douglas Belcher; FAA; Spokane, WA
Original Publish Date:	June 10, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98623

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