



Aviation Investigation Final Report

Location:	Rexberg, Idaho	Accident Number:	GAA17CA346
Date & Time:	June 12, 2017, 10:30 Local	Registration:	N305CM
Aircraft:	Cessna 305C (0 1E)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel-equipped airplane reported that he attempted a crosswind landing to the asphalt surface of runway 35. He had about 300 hours of total tailwheel flight time, and he had 5 hours of flight time in the accident airplane. This was the pilot's first flight as the pilot-in-command. He recalled that the Automated Surface Observing System reported that the wind was from 050° at 5 knots, gusting to 21 knots. During the landing roll, the airplane encountered a wind gust from the right, and the tail lifted. The pilot lost directional control of the airplane, and the airplane faced southeast when another wind gust lifted the left wing, and the right wing struck the ground. The wind gust subsided, and the airplane came to rest upright. The airplane sustained substantial damage to the right wing, the right aileron, and the elevator.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented if he had received more instruction from a Federal Aviation Administration certificated flight instructor in the accident airplane that was specific to crosswind landings. "But more important, I should have flown the airplane to an airport with a runway that was more in line with the wind."

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

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 wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 17, 2017
Flight Time:	(Estimated) 1822 hours (Total, all aircraft), 5 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N305CM
Model/Series:	305C (0 1E) E	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24558
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 2, 2016 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3511.4 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	C91A installed, not activated	Engine Model/Series:	O-470-11
Registered Owner:		Rated Power:	213 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRXE, 4858 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	81°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	19°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rexberg, ID (RXE)	Type of Flight Plan Filed:	None
Destination:	Rexberg, ID (RXE)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	REXBURG-MADISON COUNTY RXE	Runway Surface Type:	Asphalt
Airport Elevation:	4862 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4204 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.833889, -111.805(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Bernie Connelly; FAA; Salt Lake , UT Vahl F Buchanon; FAA; Salt Lake , UT
Original Publish Date:	November 14, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95389

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