



Aviation Investigation Final Report

Location:	Bullhead City, Arizona	Accident Number:	WPR18LA263
Date & Time:	September 15, 2018, 12:45 Local	Registration:	N573BV
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll, the airplane was left of the runway centerline, and he made a “radical” correction to get back on course. After departing the runway, during the initial climb, he entered information into the fuel totalizer, and when he looked up momentarily, the airplane was in a left bank with rising terrain and powerlines ahead. Realizing that impact was imminent, the pilot added one notch of flaps and kept the wings level. The airplane impacted the ground near a ravine, resulting in substantial damage to the wings and fuselage.

The pilot reported, and postaccident examination confirmed, no anomalies of the airplane or engine that would have precluded normal operation. It is likely that the pilot’s diverted attention during the initial climb resulted in impact with terrain.

Probable Cause and Findings

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

The pilot’s diverted attention during takeoff initial climb, which resulted in a collision with rising terrain.

Findings

Personnel issues	Attention - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Mountainous/hilly terrain - Effect on operation

Factual Information

History of Flight

Initial climb	Controlled flight into terr/obj (CFIT) (Defining event)
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On September 15, 2018, about 1245 mountain standard time, a Cessna A185F airplane, N573BV, was substantially damaged when it was involved in an accident near Bullhead City, Arizona. The pilot received minor injuries and the passenger was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, during the takeoff roll, the airplane was left of centerline, and he made a “radical” correction to get back on course. After departing the runway, during the initial climb, he entered information into the fuel totalizer, and when he looked up momentarily, the airplane was in a left bank with rising terrain and powerlines ahead of the airplane. Realizing that impact was imminent, the pilot added one notch of flaps and kept the wings level. The airplane impacted the ground near a ravine, resulting in substantial damage to the wings and fuselage.

The pilot reported, and postaccident examination confirmed, no anomalies of the airplane or engine that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	71,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3400 hours (Total, all aircraft), 1500 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft)		

Passenger Information

Certificate:		Age:	67,Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N573BV
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502177
Landing Gear Type:	Float	Seats:	
Date/Type of Last Inspection:	June 1, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	2780 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2798.5 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	C126 installed	Engine Model/Series:	IO-520-D-23-B
Registered Owner:		Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIFP,707 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	321°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	37°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bullhead City, AZ (IFP)	Type of Flight Plan Filed:	None
Destination:	Glendale, AZ (GEU)	Type of Clearance:	None
Departure Time:	12:45 Local	Type of Airspace:	

Airport Information

Airport:	LAUGHLIN/BULLHEAD INTL IFP	Runway Surface Type:	Asphalt
Airport Elevation:	707 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	35.124168,-114.530555(est)

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew		
Additional Participating Persons:	John C Waugh; FAA-FSDO; Las Vegas, NV Ricardo Asensio; Textron Aviation; Wichita, KS Chris Lang; Continental Motors; Mobile, AL		
Original Publish Date:	March 16, 2022	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98311		

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