



Aviation Investigation Final Report

Location:	VALPARAISO, Indiana	Accident Number:	GAA19CA244
Date & Time:	May 4, 2019, 13:40 Local	Registration:	N7711L
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he was performing stop-and-go takeoffs and landings. During a takeoff roll, the tailwheel lifted off the ground, and the airplane encountered a significant wind from the left. He applied left aileron and right rudder to compensate for the wind, but the airplane ground looped to the left.

The airplane sustained substantial damage to the right wing and right aileron.

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

The pilot added that a "slower application of the throttle and keeping the tailwheel on the ground longer during the takeoff roll, will prevent this type of accident from occurring in the future."

Probable Cause and Findings

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

The pilot's improper throttle application and subsequent failure to maintain directional control during the takeoff roll in gusting left crosswind conditions, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation
Environmental issues	Variable wind - Effect on operation
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Attempted remediation/recovery
Takeoff	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 11, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 6, 2019
Flight Time:	(Estimated) 187 hours (Total, all aircraft), 24 hours (Total, this make and model), 61 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7711L
Model/Series:	A185 E	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-1521
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 23, 2018 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3548 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:		Rated Power:	300 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:	KVPZ,770 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	141°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VALPARAISO, IN (VPZ)	Type of Flight Plan Filed:	None
Destination:	VALPARAISO, IN (VPZ)	Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Porter County Rgnl VPZ	Runway Surface Type:	Asphalt
Airport Elevation:	770 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	41.453887,-87.006942(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Glen Anthony; FAA; DuPage, IN
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99382

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).