



# Aviation Investigation Final Report

<b>Location:</b>	Twisp, Washington	<b>Accident Number:</b>	WPR23LA189
<b>Date &amp; Time:</b>	May 13, 2023, 17:00 Local	<b>Registration:</b>	N185MG
<b>Aircraft:</b>	Cessna A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that while demonstrating touch and go landings, he completed a normal touchdown. On rollout, the airplane began to veer to the right. The pilot attempted to correct with full left rudder and brake; however, the airplane exited the right side of the runway and bounced up a small dirt embankment. The airplane completed a full rotation and the left wing impacted terrain, which resulted in substantial damage to the left aileron. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 loss of directional control during landing, which resulted in a runway excursion and ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 1, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 17, 2023
<b>Flight Time:</b>	4485 hours (Total, all aircraft), 40 hours (Total, this make and model), 3641 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 6, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 8, 2021
<b>Flight Time:</b>	289 hours (Total, all aircraft), 11 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N185MG
<b>Model/Series:</b>	A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502902
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 7, 2022 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	66.2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2473.2 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550-D28
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KS52,1706 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Scattered / 7500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 11000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Twisp, WA (2S0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Twisp, WA (2S0)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:52 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TWISP MUNI 2S0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1602 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2701 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	48.350585,-120.09395

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Doug Belcher; Federal Aviation Administration; Spokane, WA Paul Lucas; Federal Aviation Administration; Spokane, WA
<b>Original Publish Date:</b>	November 2, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=174531">https://data.nts.gov/Docket?ProjectID=174531</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).