



Aviation Investigation Final Report

Location:	Grand Junction, Colorado	Accident Number:	CEN23LA189
Date & Time:	May 16, 2023, 14:50 Local	Registration:	N4742E
Aircraft:	Cessna A185f	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while performing a 3-point landing, a wind gust from the right caused the airplane to “balloon” and bounce during the initial touchdown. During the attempted bounce recovery, the tundra tires firmly grabbed the grooved runway resulting in a ground loop. During the ground loop, the left wing struck the ground which resulted in substantial damage to the wing. The pilot reported that there were no preaccident malfunctions or failures with the airplane which would have precluded normal operation. At the time of the accident, the pilot was landing the airplane on runway 29 with wind from 330° at 7 knots gusting to 17 knots.

The pilot stated that he was unfamiliar flying this airplane with large tundra tires.

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 the landing roll with gusting wind.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	74, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 3, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 14, 2022
Flight Time:	9065 hours (Total, all aircraft), 900 hours (Total, this make and model), 8865 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4742E
Model/Series:	A185f	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503853
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 4, 2022 Annual	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4104.5 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	IO-550D
Registered Owner:	On file	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:	KGJT, 4824 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	27°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Scottsdale, AZ (KSDL)	Type of Flight Plan Filed:	None
Destination:	Grand Junction, CO (KGJT)	Type of Clearance:	VFR
Departure Time:	10:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	Grand Junction Regional Airport GJT	Runway Surface Type:	Asphalt
Airport Elevation:	4861 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	10503 ft / 150 ft	VFR Approach/Landing:	Full stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.127443,-108.53082

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Crockett, Keith; FAA-FSDO; Salt Lake City, UT
Original Publish Date:	July 7, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=174545

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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](#).