



# Aviation Investigation Final Report

<b>Location:</b>	Cortland, New York	<b>Accident Number:</b>	ERA23LA374
<b>Date &amp; Time:</b>	September 14, 2023, 15:05 Local	<b>Registration:</b>	N5269G
<b>Aircraft:</b>	Cessna 305	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The multi-segment cross-country flight was the pilot's first time flying the tailwheel-equipped airplane. Arriving at the destination airport, the pilot noted quartering gusts when he cleared a tree line to land on the asphalt runway. Following touchdown, the airplane pulled to the right and he applied left brake to correct; however, the airplane nosed over. The airplane sustained substantial damage to the wings, empennage, and fuselage. Postaccident examination of the brakes revealed no evidence of any preaccident mechanical failures or malfunctions that would have precluded normal operation. The recorded wind at the nearest weather reporting facility, about 13 miles southwest of the accident airport, was a quartering right crosswind at 12 knots, gusting to 19 knots at the time of the accident.

## 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 while landing in a gusting crosswind, which resulted in a noseover. Contributing was the pilot's lack of familiarity with the airplane.

## Findings

<b>Environmental issues</b>	Gusts - Effect on operation
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Knowledge of equipment - Pilot

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Commercial	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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:	January 19, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 9, 2023
Flight Time:	(Estimated) 5050 hours (Total, all aircraft), 5.8 hours (Total, this make and model), 4846 hours (Pilot In Command, all aircraft), 360 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5269G
Model/Series:	305 A	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	21471
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 22, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	On file	Rated Power:	213 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ITH,1099 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	240°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.17 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rutland, VT (RUT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Cortland, NY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:06 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CORTLAND COUNTY-CHASE FLD N03	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1197 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3401 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.592642,-76.214883(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Spencer, Lynn
<b>Additional Participating Persons:</b>	Michael Mantione; FAA/FSDO; Rochester, NY
<b>Original Publish Date:</b>	November 9, 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=193083">https://data.nts.gov/Docket?ProjectID=193083</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).