

Statement of Andrew A. Brooks
6/23/2017 Incident at Henderson Executive Airport
Cessna 185 Skywagon, Tail No. N4356R

I preflighted the aircraft by removing the control wheel lock and turning the master switch on to confirm tanks were still $\frac{3}{4}$ full. I performed a walk around of the aircraft to check all surfaces of the plane, control surface hinges and to confirm that pitot tube and static ports were unobstructed. I checked the propeller and spinner for any nicks. I opened the left side engine inspection panel and checked the oil level with the dipstick. The engine started normally. I obtained ATIS and ground clearance for taxi to 16R. Engine run up was performed while holding short of 16R, magneto check was normal, propeller was cycled three times, engine idle check was normal. Control surfaces were moved to confirm full free and clear movement, flaps and trim were set for take off.

KVNY Tower cleared us for VFR departure right downwind. Departure time was approximately 2:45pm, destination was KHND. There was one passenger in the airplane, Pauline Van Valin. She was seated in the right seat. Weather in Van Nuys was clear with winds out of the south. Upon clearing Van Nuys airspace, I picked up flight following to KHND at a cruising altitude of 5500 feet. Intermediate fixes were PMD and DAG to stay out the restricted area. I was handed off to Las Vegas approach, who provided vectors to east of the Jean airport and then cleared me for the visual to KHND runway 35L. While talking with ATC I checked the ATIS, which reported that at the time winds 360/12, landing runway 35L. Having a lot of mountain back country flying experience I was mindful and cautious about landing in a high-density altitude environment as KHND was. I got airplane configured early and stabilized on a normal approach angle. The PAPI lights were operational and indicating 2 reds and 2 whites. Henderson Tower cleared me for landing 35L and reported winds to be variable. I landed the aircraft on main wheels and tail low configuration with 2 notches of flaps on center of runway. The touch down was uneventful.

But as power was being taken out completely and the tail began to settle, a massive, unexpected gust of wind came out the west and lifted the left wing. I immediately responded by attempting to maintain directional control with the rudder. However, the wind quickly shifted to a quartering tailwind causing the rear of the aircraft to whip rapidly to the right and forcing the nose left. Under these conditions, given the orientation of the aircraft, going around was not a possibility. Instead, I applied the brakes, to stop the aircraft moving westerly and off the runway. There is a downhill component on the west side gravel slope of the runway toward a ditch. As I was braking to try stop our forward movement, the airplane's tail lifted ultimately resulting in the airplane coming to rest upside down.

After I determined that both my passenger and I were both okay, I switched off master and removed key and evacuated aircraft in about 15 seconds. I noticed that fuel was leaking. Ground operations arrived from the FBO. Emergency services

arrived about 20 minutes later and checked my passenger and myself out. We were uninjured and did not need medical attention. The airplane was sprayed with foam. We were transported to the FBO via crew van.

After the accident I went back and reconfirmed the METAR for KHND on Weather Underground for that period.

https://www.wunderground.com/history/airport/KHND/2017/6/23/DailyHistory.html?req_city=&req_state=&req_statename=&reqdb.zip=&reqdb.magic=&reqdb.wmo=&MR=1 The weather report at 3:56pm was showing gusts to 19.6mph, we landed at 4:19 p.m. That was the only gusting period report during the entire day. I had not been informed of the wind gusts.