



Aviation Investigation Factual Report

Location:	Show Low, Arizona	Accident Number:	LAX06CA042
Date & Time:	November 19, 2005, 10:15 Local	Registration:	N4562F
Aircraft:	Cessna A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

The airplane ground looped while on the landing roll. The pilot stated that as he entered the vicinity of the destination airport, he estimated that the wind was blowing from 350 to 050 degrees with a velocity of about 10 knots. He entered the downwind leg of the traffic pattern while maintaining visual contact with the windsock located at the airport. After touching down on the runway surface, the airplane encountered a crosswind from the left. The airplane ground looped and the right main landing gear collapsed. Subsequently the right wing contacted terrain, damaging the spar. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

The winds reported by the airport's Aviation Routine Weather Report (METAR) about 25 minutes prior to the accident were 360 degree at 9 knots. The winds reported about 35 minutes after the accident were 340 degrees at 10 knots.

Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	480 hours (Total, all aircraft), 450 hours (Total, this make and model), 51 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4562F
Model/Series:	A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-1069
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	TSIO-520-C
Registered Owner:	On file	Rated Power:	
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:	SOW,6415 ft msl	Distance from Accident Site:	
Observation Time:	09:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	7°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PAYSON, AZ (PAN)	Type of Flight Plan Filed:	None
Destination:	Showlow, AZ (SOW)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Show Low Regional Airport SOW	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	34.265277,-110.005554

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Mike Chittick; Federal Aviation Administration; Scottsdale, AZ
Report Date:	December 6, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62849

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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](#).