



Aviation Investigation Factual Report

Location:	PAYSON, Arizona	Accident Number:	LAX98LA088
Date & Time:	February 10, 1998, 14:30 Local	Registration:	N52748
Aircraft:	Cessna 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 10, 1998, at 1430 hours mountain standard time, a Cessna 182P, N52748, collapsed the nose gear during landing at the Payson, Arizona, airport. The aircraft sustained substantial damage, and the pilot and her two passengers were not injured. The aircraft departed from Scottsdale at 1300, and was operating under 14 CFR Part 91 when the accident occurred.

The pilot stated she was about 10 miles out and talking on the Unicom frequency and was told that the winds were 230 degrees at 10 knots. She was told that the runway in use was runway 24. She said as she entered the downwind leg, she could see the wind was gusting and changing velocity. She stated the landing was "normal, but after she touched down on the main gear, the front end just dropped." She said the aircraft was not straight so she brought the plane to a stop using the brakes. She said she was unable to steer the airplane to the taxiway, so she called Unicom for assistance and shut down the airplane on the runway.

The pilot stated she reviewed the current logbook and squawk sheet before the flight and noted no discrepancies. The owner of the flight school was interviewed by telephone on February 18th. He stated that a student pilot did a hard landing with this airplane approximately 10 hours before this flight to Payson. He said that there was a shimmy in the gear, but he "inspected the aircraft and did not see any damage." The last 100-hour inspection was performed on December 1997.

Pilot Information

Certificate:	Private	Age:	31,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 19, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	194 hours (Total, all aircraft), 6 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N52748
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18262816
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 15, 1997 100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	73 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3458 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	FUTURE ENTERPRISES CORP III IN	Rated Power:	230 Horsepower
Operator:	SCOTTSDALE FLYERS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRC ,5157 ft msl	Distance from Accident Site:	135 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SCOTTSDALE (SDL)	Type of Flight Plan Filed:	None
Destination:	(E69)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	PAYSON AIRPORT E69	Runway Surface Type:	Asphalt
Airport Elevation:	5157 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	5500 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.190387,-111.169181(est)

Administrative Information

Investigator In Charge (IIC): Childress, Deborah

Additional Participating Persons: JOHN ELLER; SCOTTSDALE , AZ

Report Date: November 16, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30033>

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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](#).