



# Aviation Investigation Factual Report

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

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## 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

<b>Certificate:</b>	Private	<b>Age:</b>	31,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 19, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Deborah
<b>Additional Participating Persons:</b>	JOHN ELLER; SCOTTSDALE , AZ
<b>Report Date:</b>	November 16, 1998
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=30033">https://data.ntsb.gov/Docket?ProjectID=30033</a>

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