



Aviation Investigation Final Report

Location:	PRESCOTT, Arizona	Accident Number:	LAX88LA115
Date & Time:	February 24, 1988, 16:40 Local	Registration:	N26AW
Aircraft:	CESSNA 180A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING THE DUAL PRIMARY CROSS COUNTRY FLIGHT, THE STUDENT WAS MAKING THE APPROACH AND LANDING AT PRESCOTT. THE CFI SAID THAT THE APPROACH AND TOUCHDOWN WERE NORMAL, HOWEVER, THE AIRCRAFT BEGAN DRIFTING TO THE RIGHT IN A GRADUAL TURN AS THE AIRCRAFT SLOWED. THE STUDENT'S CONTROL INPUTS TO CORRECT THE RIGHT TURN WERE UNSUCCESSFUL AND THE AIRCRAFT GROUND LOOPED IN THE SOFT SOIL OFF THE RIGHT SIDE OF THE RUNWAY. THE CFI STATED THAT HE 'PROBABLY WAITED TOO LONG TO TAKE THE AIRCRAFT' FROM THE STUDENT, WHOM HE DESCRIBED AS 'AN EXCELLENT STUDENT.' SUBSEQUENT EXAMINATION OF THE AIRCRAFT BY A REPAIR STATION REVEALED THAT THE TAIL WHEEL STEERING PAWL WAS BROKEN AND WOULD ONLY STEER THE AIRCRAFT TO THE RIGHT AND WOULD NOT ENGAGE TO THE LEFT AT ALL. EXAMINATION OF THE CFI'S LOGBOOK REVEALED THAT HE ONLY HAD ABOUT 150 HOURS AS A CFI. ALL OF THE STUDENT'S FLIGHT TIME WAS ACCRUED IN CESSNA 120 & 180 MODEL AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,STEERING SYSTEM - LOSS,PARTIAL
2. (C) DIRECTIONAL CONTROL - RESTRICTED
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - SEPARATION

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 6, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8245 hours (Total, all aircraft), 52 hours (Total, this make and model), 4415 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N26AW
Model/Series:	180A 180A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32544
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 10, 1987 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	58 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5630 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-K
Registered Owner:	MARTHA H. WHITMORE	Rated Power:	230 Horsepower
Operator:	ALEX P. WHITMORE	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 ,5042 ft msl	Distance from Accident Site:	
Observation Time:	16:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 28000 ft AGL	Visibility	65 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOS LUNAS , NM (E98)	Type of Flight Plan Filed:	VFR
Destination:	(PRC)	Type of Clearance:	VFR
Departure Time:	13:10 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	LOVE FIELD PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5042 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	7608 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.620803,-112.419685(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, R.
Additional Participating Persons:	R. ANDERSON; SCOTTSDALE , AZ
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25954

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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](#).