



Aviation Investigation Final Report

Location:	PRESCOTT, Arizona	Accident Number:	LAX93LA018
Date & Time:	October 23, 1992, 18:28 Local	Registration:	N1832
Aircraft:	CESSNA 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IN HIS WRITTEN STATEMENT, THE PILOT SAID HE CONTACTED THE FAA LOCAL CONTROLLER AND WAS GIVEN INSTRUCTIONS TO ENTER LEFT TRAFFIC FOR LANDING. HE SAID HE HAD THE AIRPLANE'S FLAPS SET AT 30 DEGREES AND CROSSED THE RUNWAY THRESHOLD AT 80 MILES PER HOUR. AFTER CROSSING THE THRESHOLD, HE SAID HE SLOWLY REDUCED POWER TO IDLE. HE SAID THE AIRPLANE TOUCHED DOWN IN A THREE POINT ATTITUDE ABOUT 1,000 FEET FROM THE BEGINNING OF THE RUNWAY AND ON THE CENTERLINE. AFTER TOUCHDOWN, THE AIRPLANE STARTED TO TURN TO THE LEFT AND THE PILOT REPORTED APPLYING RIGHT RUDDER. HE SAID HE OVER CORRECTED WHEN HE APPLIED RIGHT RUDDER. THE AIRPLANE GROUND LOOPED TO THE RIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT NOT MAINTAINING DIRECTIONAL CONTROL DURING LANDING ROLL RESULTING IN A GROUND LOOP SWERVE.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 8, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	11287 hours (Total, all aircraft), 4 hours (Total, this make and model), 10162 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1832
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	305-2004
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 16, 1992 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	DANIEL J. SWEENEY	Rated Power:	225 Horsepower
Operator:	DANIEL J. SWEENEY	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:	Dusk
Observation Facility, Elevation:	PRC ,5042 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:38 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TORRANCE , CA (TOA)	Type of Flight Plan Filed:	None
Destination:	PRESCOTT , AZ (PRC)	Type of Clearance:	VFR
Departure Time:	15:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	ERNEST A. LOVE FIELD PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5042 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7616 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	ROMAN BUETTNER; SCOTTSDALE , AZ
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27849

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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](#).