



# Aviation Investigation Final Report

<b>Location:</b>	COOLEIDGE, Arizona	<b>Accident Number:</b>	LAX95LA327
<b>Date &amp; Time:</b>	September 2, 1995, 06:45 Local	<b>Registration:</b>	N5059E
<b>Aircraft:</b>	CESSNA 180B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID HE LANDED ON THE RUNWAY AND ENCOUNTERED A GUST OF WIND DURING THE ROLLOUT. THE AIRCRAFT THEN GROUND LOOPED OFF THE RUNWAY, COLLAPSING THE RIGHT MAIN GEAR AND DAMAGING THE WING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind gust.

## Findings

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

### Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - SEPARATION

## Factual Information

On September 2, 1995, at 0645 mountain standard time, a Cessna 180B, N5059E, ground looped off the runway while landing at Cooleage, Arizona. The aircraft was operated by the pilot and was on a cross-country personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft incurred substantial damage to the right wing and horizontal stabilizer. The certificated private pilot and his three passengers were not injured. The flight originated at Globe, Arizona, on the day of the accident at 0615.

In his statement, the pilot said he landed on the runway and encountered a gust of wind during the rollout. The aircraft then ground looped off the runway, collapsing the right main gear and damaging the wing.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 8, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	380 hours (Total, all aircraft), 380 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5059E
<b>Model/Series:</b>	180B 180B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50359
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 18, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3963 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470K
<b>Registered Owner:</b>	BUSTER SANDERS	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	WILLIAM H. HALES	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GLOBE , AZ (P13 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(P08 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	COOLIDGE MUNICIPAL P08	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1587 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5550 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	H B HOOD; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	March 21, 1996
<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=29212">https://data.ntsb.gov/Docket?ProjectID=29212</a>

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