



Aviation Investigation Final Report

Location:	Fayetteville, North Carolina	Accident Number:	MIA01LA123
Date & Time:	April 16, 2001, 12:09 Local	Registration:	N252W
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during landing rollout, a gust of wind caused the airplane to turn to the left. Attempts to correct the left turn were unsuccessful and the airplane ground looped to the left 90 degrees and came to rest on the runway. The right wing, horizontal stabilizer, and elevator contacted the runway and received damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane after encounter wind gusts during landing roll resulting in the airplane ground looping to the left and the right wing, right horizontal stabilizer, and right elevator contacting the runway and receiving substantial damage.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT

Factual Information

On April 16, 2001, about 1209 eastern daylight time, a Cessna A185F, N252W, registered to an individual, ground looped during landing at Fayetteville Regional Airport, Fayetteville, North Carolina, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane received substantial damage and the airline transport-rated pilot and one passenger were not injured. The flight originated from Fayetteville Regional Airport, the same day, about 1200.

The pilot stated that during landing roll a gust of wind caused the airplane to begin turning to the left. Attempts to correct the left turn were unsuccessful. The airplane ground looped to the left about 90 degrees, striking the right wing and horizontal stabilizer on the runway.

Examination of the airplane by FAA inspectors showed the right wing, stabilizer, and elevator received substantial damage.

Pilot Information

Certificate:		Age:	45, Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 1, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2000
Flight Time:	15000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Information

Certificate:		Age:	48
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 1, 2001
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N252W
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503687
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	February 1, 2001 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1888 Hrs at time of accident	Engine Manufacturer:	Teledyne Cont
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	Cheryl A. Stearns	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FAY,190 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	10°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fayetteville, NC (FAY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Fayetteville Regional FAY	Runway Surface Type:	Asphalt
Airport Elevation:	190 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	7204 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.99139,-78.879997

Administrative Information

Investigator In Charge (IIC): Kennedy, Jeffrey

Additional Participating Persons:

Original Publish Date: July 30, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=52085>

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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](#).