



Aviation Investigation Final Report

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| Location: | Angel Fire, New Mexico | Accident Number: | DEN03LA135 |
| Date & Time: | July 22, 2003, 10:50 Local | Registration: | N60VA |
| Aircraft: | Cessna A185F | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The instructor stated that this was a "re-familiarization" flight for the pilot and that the pilot also wanted a better understanding of flying in and around the airport. With the private pilot at the controls, they entered the traffic pattern and set up for a touch-and-go landing on runway 17. The landing was uneventful, and the pilot slowed the airplane down to approximately 10 to 15 knots. When the pilot added power for take-off, the airplane swerved to the left and the airplane's left main landing gear departed the left side of the runway. As the pilot applied rudder and aileron control to recover, the airplane veered to the right across the runway. When the airplane departed the right side of the runway, the instructor called out "I've got it." The airplane ground-looped to the right and struck a ditch between the runway and taxiway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the instructor's inadequate supervision which resulted in the pilot's loss of directional control and the subsequent impact with the ditch. Contributing factors include the instructor's inadequate remedial action and the inadvertent ground loop/swerve.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (F) REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
3. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

On July 22, 2003, at 1050 mountain daylight time, a Cessna A185F, N60VA, operated by JAMBRO INC., was substantially damaged when it impacted terrain during a touch-and-go landing at Angel Fire Airport (AXX), Angel Fire, New Mexico. The airline transport certificated instructor, and a private pilot receiving instruction, were not injured. Visual meteorological conditions prevailed. No flight plan had been filed for this instructional flight being conducted under Title 14 CFR Part 91. The flight originated from Santa Fe, New Mexico, at approximately 0940.

The instructor stated that this was a "re-familiarization" flight for the pilot and that the pilot also wanted a better understanding of flying in and around Angel Fire. With the private pilot at the controls, they entered the traffic pattern and set up for a touch-and-go landing on runway 17. The landing was uneventful, and the pilot slowed the airplane down to approximately 10 to 15 knots. When the pilot added power for take-off, the airplane swerved to the left and the airplane's left main landing gear departed the left side of the runway. As the pilot applied rudder and aileron control to recover, the airplane veered to the right across the runway. When the airplane departed the right side of the runway, the instructor called out "I've got it." The airplane ground-looped to the right and struck a ditch between the runway and taxiway. The airplane's left main landing gear collapsed inward, the engine mount was displaced, the firewall was buckled, and the outboard 3 feet of the left wing was bent upward approximately 30 degrees.

Pilot Information

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| Certificate: | Airline transport; Flight instructor | Age: | 45, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | January 1, 2003 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | July 1, 2003 |
| Flight Time: | 2000 hours (Total, all aircraft), 200 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft) | | |

Pilot Information

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| Certificate: | Age: |
| Airplane Rating(s): | Seat Occupied: |
| Other Aircraft Rating(s): | Restraint Used: |
| Instrument Rating(s): | Second Pilot Present: Yes |
| Instructor Rating(s): | Toxicology Performed: No |
| Medical Certification: | Last FAA Medical Exam: |
| Occupational Pilot: | Last Flight Review or Equivalent: |
| Flight Time: | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N60VA |
| Model/Series: | A185F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18503141 |
| Landing Gear Type: | Tailwheel | Seats: | 5 |
| Date/Type of Last Inspection: | July 22, 2003 100 hour | Certified Max Gross Wt.: | 3200 lbs |
| Time Since Last Inspection: | 2.2 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2350.7 Hrs at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | IO 520D |
| Registered Owner: | JAMBRO INC | Rated Power: | 315 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 2 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 170° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 26°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Sante Fe, NM (SAF) | Type of Flight Plan Filed: | None |
| Destination: | Angel Fire, NM (AXX) | Type of Clearance: | None |
| Departure Time: | 09:40 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | Angel Fire AXX | Runway Surface Type: | Asphalt |
| Airport Elevation: | 8382 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 8900 ft / 100 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| 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: | 36.423053,-105.294441 |

Administrative Information

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| Investigator In Charge (IIC): | Mayer, Brannon |
| Additional Participating Persons: | Kenneth Hand; Albuquerque FAA FSDO; Albuquerque, NM |
| Original Publish Date: | February 5, 2004 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=57558 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).