



# Aviation Investigation Final Report

<b>Location:</b>	Show Low, Arizona	<b>Accident Number:</b>	LAX06LA240
<b>Date &amp; Time:</b>	July 20, 2006, 10:55 Local	<b>Registration:</b>	N6516E
<b>Aircraft:</b>	Cessna 175	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane veered off the runway during landing and collided with a ditch and a vehicle. Ground witnesses said that just after touchdown the airplane veered to the left off the runway, hit a drainage ditch, and became airborne again. The pilot opted to perform a go-around and added power. During the takeoff attempt, the airplane collided with a vehicle. The pilot reported no preimpact mechanical malfunctions or failures that would have precluded normal operation.

## 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 during landing.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

Findings

3. OBJECT - VEHICLE

## Factual Information

On July 20, 2006, about 1055 mountain standard time, a Cessna 175, N6516E, veered off the runway and collided with a vehicle while landing at Show Low Regional Airport, Show Low, Arizona. The pilot/co-owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, sustained serious injuries; the airplane sustained substantial damage. The personal local area flight departed from Show Low at about 1020. Visual meteorological conditions prevailed, and a flight plan had not been filed.

A National Transportation Safety Board investigator conducted a telephone interview with a witness about 10 minutes after the accident transpired. He stated that while taxiing his airplane, he observed the accident airplane on the final approach leg of the traffic pattern for runway 21. The accident airplane touched down on the runway surface just upwind of the runway identifier markings (numbers). The right wing lifted and the airplane subsequently veered to the left of the runway centerline. The airplane continued left off the runway and encountered a ditch that was situated between the runway and taxiway.

The witness further stated that after encountering the ditch, the accident airplane bounced and became temporarily airborne. The airplane continued toward the taxiway. He heard the engine increase in revolutions per minute (rpm), which he thought was consistent with the pilot attempting to make a go-around. The airplane headed toward a row of hangars and collided with a vehicle. The witness taxied to the accident location and aided the pilot with shutting down and securing the engine. The pilot told him that she had problems landing and then did not have enough time or engine power to become airborne again.

The witness added that he had been watching the accident airplane prior to the mishap. He observed the pilot perform about four to five touch-and-go practice takeoffs and landings. He estimated that the wind condition at the time of the accident was about 8 to 10 knots from a southerly direction.

In a written statement, the pilot reported that she completed four practice touch-and-go takeoffs and landings on runway 21. On her fifth landing, the airplane touched down and subsequently swung to the left. She experienced a loss of directional control and opted to perform a go-around by increasing the engine power. The airplane continued to the left of the runway and collided with a vehicle. The pilot reported no preimpact mechanical malfunctions or failures that would have precluded normal operation.

The Airport/Facility Directory, Southwest U. S., indicated Show Low runway 21 was 3,937 feet long and 60 feet wide.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56,Female
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 1, 2004
<b>Flight Time:</b>	401 hours (Total, all aircraft), 107 hours (Total, this make and model), 312 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6516E
<b>Model/Series:</b>	175	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56016
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	19.28 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3686.2 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-AIA
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SOW,6415 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.37 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Show Low, AZ (SOW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Show Low, AZ (SOW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Show Low Regional SOW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6415 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3937 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	34.265277,-110.005554

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Keliher, Zoe
<b>Additional Participating Persons:</b>	Will Willbanks; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	May 29, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=64172">https://data.nts.gov/Docket?ProjectID=64172</a>

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