



Aviation Investigation Final Report

Location:	Toms River, New Jersey	Accident Number:	ERA10CA304
Date & Time:	June 8, 2010, 14:30 Local	Registration:	N5075K
Aircraft:	Cessna 305A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot-in-command (PIC), after touchdown a gust of wind pushed the tailwheel-equipped airplane toward the left side of the runway. In an attempt to correct the drift, he applied right rudder and right brake. The check pilot, seated in the rear, added engine power, which resulted in a ground loop. The airplane continued its turn, about 150 feet off of the runway surface, until the left main landing gear dug into the ground and sheared off. According to the check pilot, as the airplane crossed the end of the runway, about 5 knots above stall speed, the wind shifted, with gusts up to 30 knots. The airplane stalled and descended to the runway with a rapid sink rate. The check pilot advised the PIC to go around and instructed him to add engine power. The check pilot further stated that the PIC thought that he wanted the check pilot to take control of the airplane and raised his hands off the controls and said, "You got it!" By that time, the airplane was off the right side of the runway in the sand with neither pilot at the controls.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's loss of airplane control during landing, which resulted in a ground-loop.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Incorrect action performance - Instructor/check pilot
Environmental issues	Gusts - Not specified
Environmental issues	Sudden wind shift - Not specified

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Landing gear collapse
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 16, 2009
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 21, 2010
Flight Time:	341 hours (Total, all aircraft), 2 hours (Total, this make and model), 292 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Check pilot Information

Certificate:	Commercial	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 26, 2009
Flight Time:	(Estimated) 5530 hours (Total, all aircraft), 2500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5075K
Model/Series:	305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21487
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-11
Registered Owner:	AERIAL ADVERTISING AGENCY LLC	Rated Power:	213 Horsepower
Operator:	AERIAL ADVERTISING AGENCY LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MJX,82 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manville, NJ (47N)	Type of Flight Plan Filed:	Unknown
Destination:	Toms River, NJ (MJX)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	Robert Miller Air Park MJX	Runway Surface Type:	Asphalt
Airport Elevation:	82 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	Visual
Runway Length/Width:	5949 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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:	39.927223,-74.292221(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Fred Blouth; FAA/FSDO; Philadelphia, PA
Original Publish Date:	April 7, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=76261

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