



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Bartow, FL	<b>Accident Number:</b>	MIA05CA068
<b>Date &amp; Time:</b>	03/02/2005, 1225 EST	<b>Registration:</b>	N54550
<b>Aircraft:</b>	Cessna 305A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On March 2, 2005, about 1228 eastern standard time, a Cessna 305A, JV5, N212CF, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, ground-looped during the landing roll at the Bartow Municipal Airport, Bartow, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The private-rated pilot and commercial-rated passenger did not receive any injuries, and the airplane incurred substantial damage. The local flight originated earlier that day, about 1150.

The pilot stated this was his first flight in this specific airplane and after a orientation flight, they returned to the Bartow Municipal Airport to land. Upon making a three point landing, the airplane seemed normal, but it then began to swerve to the left. The pilot corrected with rudder, but passed through the center line of the runway. The airplane then began to bounce traveling perpendicular to the centerline. The right main wheel separated from the spring shank and at this point it dug into the runway spinning aircraft to the right. The plane settled down on its belly, right wing low. The airplane was secured before they exited it.

The pilot-rated passenger stated that the preflight, takeoff, taxi, flight, and landing approach were all normal, until touchdown, when the airplane ground-looped. During the landing roll an uncontrolled turn to the left commenced, then it tightened up, damaging the landing gear and causing the wing tip to drag, followed by the propeller striking the runway. The aircraft came to rest after spinning 270-degrees, and stopped at the edge of the runway.

The pilots stated there were no mechanical failures or malfunctions to the airplane or any of its systems prior to the accident.

The FAA inspector that responded to the accident scene stated the owner of the airplane was to demonstrate the airplane by allowing the private-rated pilot to fly the airplane. Upon landing on runway 9R on all three wheels the private-rated pilot lost control and ground looped the airplane. The airplane sustained substantial damage.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/10/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	07/10/2004
<b>Flight Time:</b>	2702 hours (Total, all aircraft), 1 hours (Total, this make and model), 2702 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Check Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<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>	06/25/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/28/2003
<b>Flight Time:</b>	5242 hours (Total, all aircraft), 50 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N54550
Model/Series:	305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	JV5
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/12/2005, Annual	Certified Max Gross Wt.:	1614 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1448 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	Raley-Strang Aviation, Inc.	Rated Power:	213 hp
Operator:	Raley-Strang Aviation, Inc.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BOW, 113 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	50° C / 48° C
Precipitation and Obscuration:			
Departure Point:	Bartow, FL (BOW)	Type of Flight Plan Filed:	None
Destination:	Bartow, FL (BOW)	Type of Clearance:	VFR
Departure Time:	1330 EST	Type of Airspace:	Class D

## Airport Information

Airport:	Bartow Municipal Airport (BOW)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	Stop and Go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27.943333, -81.783333

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jeff Kennedy
<b>Additional Participating Persons:</b>	John M Murphy; FSDO-15; Orlando, FL
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .