



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

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 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.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain directional control resulting in the airplane ground-looping. A factor in the accident was the pilots lack of total experience in the airplane make and model.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/10/2005
Occupational Pilot:		Last Flight Review or Equivalent:	07/10/2004
Flight Time:	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

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/25/2003
Occupational Pilot:		Last Flight Review or Equivalent:	08/28/2003
Flight Time:	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

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

Administrative Information

Investigator In Charge (IIC):	Jeff Kennedy	Report Date:	06/08/2005
Additional Participating Persons:	John M Murphy; FSDO-15; Orlando, FL		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).