



Aviation Investigation Final Report

Location:	Calexico, California	Accident Number:	WPR23LA095
Date & Time:	January 20, 2023, 09:30 Local	Registration:	N95U
Aircraft:	Cessna 195A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that, during the landing roll, the airplane encountered a gust of wind, and veered to the right. The pilot attempted to correct with left rudder and brake and applied full power to abort the landing, however the airplane continued to veer to the right. The pilot then reduced power, and the airplane subsequently exited the right side of the runway and ground looped. The airplane sustained substantial damage to the left wing and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane 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 the landing roll in gusting wind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Other weather encounter

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 8, 2022
Flight Time:	(Estimated) 3500 hours (Total, all aircraft), 1275 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Passenger Information

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

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N95U
Model/Series:	195A	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7714
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	March 1, 2022 Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	86.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3838 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	R755A
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIPL,-54 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	09:00 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	3023 inches Hg	Temperature/Dew Point:	0°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Paula, CA (KSZP)	Type of Flight Plan Filed:	VFR
Destination:	Calexico, CA	Type of Clearance:	VFR flight following
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Calexico Intl CXL	Runway Surface Type:	Asphalt
Airport Elevation:	6 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4683 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	32.67,-115.52

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Oded Moore; Federal Aviation Administration; San Diego, CA
Original Publish Date:	March 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106618

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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](#).