



# Aviation Investigation Final Report

<b>Location:</b>	AMA, Louisiana	<b>Accident Number:</b>	FTW94LA185
<b>Date &amp; Time:</b>	May 8, 1994, 17:45 Local	<b>Registration:</b>	N999V
<b>Aircraft:</b>	CESSNA 195	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE WAS ON FINAL APPROACH NEAR THE END OF THE RUNWAY AT AN ALTITUDE OF 25 FEET ABOVE THE GROUND WHEN THE PILOT-IN-COMMAND EXPERIENCED A LOSS OF ALTITUDE, LANDED SHORT AND COLLIDED WITH A DIRT BERM. WINDS WERE LIGHT AND VARIABLE WITH NO TURBULENE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED ABOVE THE AERODYNAMIC STALL SPEED.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

On May 8, 1994, at 1745 central daylight time, a Cessna 195, N999V, sustained substantial damage during approach near Ama, Louisiana. The private pilot did not receive injuries. Visual meteorological conditions prevailed for the local personal flight.

The pilot/operator report stated that the airplane was 25 feet from the approach end of the north runway and 25 feet above ground when it "dropped suddenly" to the ground. The airplane struck a dirt berm, bounced, and came to rest in an upright position. The pilot reported that winds were light and variable with no turbulence.

Structural damage to the wings, fuselage, propeller, and gear was reported by the Federal Aviation Administration inspector.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 1, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	350 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N999V
<b>Model/Series:</b>	195 195	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	7858
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-755-B2
<b>Registered Owner:</b>	RAYBURN, CLIFFORD J.	<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(LS40)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(LS40)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AMA LS40	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	29.939476,-90.300079(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Joyce
<b>Additional Participating Persons:</b>	SAMUEL P MUNN; BATON ROUGE, , LA
<b>Original Publish Date:</b>	November 18, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=19076">https://data.ntsb.gov/Docket?ProjectID=19076</a>

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