



# Aviation Investigation Final Report

<b>Location:</b>	MALVERN, Arkansas	<b>Accident Number:</b>	FTW95LA210
<b>Date &amp; Time:</b>	May 20, 1995, 20:00 Local	<b>Registration:</b>	N7152M
<b>Aircraft:</b>	CESSNA 175	<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

ACCORDING TO THE 94 HOUR PRIVATE PILOT, THE BRAKES FAILED DURING THE LANDING ROLL. THE AIRPLANE EXITED THE LEFT SIDE OF THE RUNWAY, TRAVELED ACROSS A ROAD AND IMPACTED A FENCE POST AND A TREE. EXAMINATION OF THE BRAKE SYSTEM REVEALED NO ANOMALIES AND SKID MARKS WERE FOUND ON THE RUNWAY. THE PILOT'S MOST RECENT FLIGHT WAS ON OCTOBER 2, 1994, 230 DAYS BEFORE THE ACCIDENT.

## 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. A FACTOR WAS THE PILOT'S LACK OF RECENT EXPERIENCE.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE POST

4. OBJECT - TREE(S)

## Factual Information

On May 20, 1995, at 2000 central daylight time, a Cessna 175, N7152M, collided with a fence while landing near Malvern, Arkansas. The private pilot was not injured and the airplane sustained substantial damage. The airplane was being operated by Malvern Flyers, Inc., under Title 14 CFR Part 91. No flight plan was filed and visual meteorological conditions with calm winds prevailed for the local personal flight which departed Malvern at 1930 CDT.

According to the pilot, after landing on the first third of runway 03 at Malvern Municipal Airport, the airplane's brakes failed. The airplane exited the left side of the runway, passing through a ditch, across a road, and coming to rest against a tree and a fence post. Damage to the airplane included distortion of the fuselage and bending of both wing spars.

On May 22, 1995, a Federal Aviation Administration (FAA) inspector examined the airplane's brakes and found "they functioned good and had no defects." He also observed skid marks of both the left and right main gear tires on the runway leading to the point at which the airplane exited the runway. A copy of the inspector's statement is attached to this report.

Examination of the pilot's logbook by an FAA inspector revealed that the last logged flight was on October 2, 1994. The pilot completed a biennial flight review on March 12, 1994, and logged a total of 4.9 hours of flight time in 1994.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, 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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 3, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	94 hours (Total, all aircraft), 6 hours (Total, this make and model), 51 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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7152M
<b>Model/Series:</b>	175 175	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	55452
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 18, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2501 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GO-300-A
<b>Registered Owner:</b>	MALVERN FLYERS, INC.	<b>Rated Power:</b>	
<b>Operator:</b>	KRATZ, WENDELL D.	<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>	20 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>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(M78 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MALVERN MUNICIPAL M78	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	538 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3188 ft / 60 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>	34.369476,-92.810501(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Snyder, Georgia
<b>Additional Participating Persons:</b>	MERLE D LIPPOTT; LITTLE ROCK , AR
<b>Original Publish Date:</b>	October 27, 1995
<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=19428">https://data.ntsb.gov/Docket?ProjectID=19428</a>

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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](#).