



Aviation Investigation Final Report

Location:	MORIARTY, New Mexico	Accident Number:	FTW95LA403
Date & Time:	September 24, 1995, 11:50 Local	Registration:	N4494C
Aircraft:	CESSNA 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a landing on runway 8 with a newly acquired aircraft, the pilot encountered a crosswind of 10 knots, gusting to 15. During the landing roll the aircraft veered right so the pilot applied full left brake, full left rudder, and full back yoke to arrest the turn. The aircraft continued with the turn and departed the runway. After entering the grassy area the aircraft ground looped. The pilot reported no mechanical difficulties with aircraft and an examination by a FAA inspector revealed no anomalies with the brakes or rudder.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the winds. A factor was the crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On September 24, 1995, at 1150 mountain daylight time, a Cessna 195, N4494C, was substantially damaged during landing roll at Moriarty Airport, Moriarty, New Mexico. The commercial pilot was not injured. The airplane was being operated as a personal flight under Title 14 CFR Part 91. The airplane departed Estancia, New Mexico, at 1130. Visual meteorological conditions prevailed, and a flight plan was not filed.

During an interview of the pilot, conducted by a FAA inspector, and in a written statement, the pilot reported that, the purpose of the flight was to practice approaches in his "newly acquired aircraft." He further reported that during the landing roll on runway 8, the aircraft veered right and he "applied all the left brake he had and full left rudder" in order to stop the turn. The turn continued and the aircraft exited the runway and ground looped. During the loss of control the aircraft sustained damage to the left wing and left main landing gear was separated from the fuselage. The wind was out of the south at 10 knots, gusting to 15.

During the examination of the aircraft by the FAA inspector, no anomalies could be found that accounted for the loss of directional control. The pilot also reported he had no mechanical difficulties with the aircraft.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 13, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4480 hours (Total, all aircraft), 63 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4494C
Model/Series:	195 195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	16078
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	August 22, 1995 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3015 Hrs	Engine Manufacturer:	JACOBS
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-755-B2
Registered Owner:	PATRICK W. WILSON	Rated Power:	275 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ESTANCIA , NM (E92)	Type of Flight Plan Filed:	None
Destination:	(OEO)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	MORIARTY 0E0	Runway Surface Type:	Asphalt
Airport Elevation:	6201 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	7100 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.999767,-106.040527(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	JOHN C SANDERS; ALBUQUERQUE , NM
Original Publish Date:	March 21, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19587

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