



Aviation Investigation Final Report

Location:	SAN LUIS OBISPO, California	Accident Number:	LAX96LA309
Date & Time:	August 19, 1996, 11:38 Local	Registration:	N4478C
Aircraft:	Cessna 195A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during the landing roll, the aircraft began to swerve to the right. When he applied corrective action, the airplane ground looped, and the left wing contacted the ground. The pilot, a certificated aircraft mechanic, said that the airplane did not experience any preimpact malfunction or failure.

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, which resulted in a ground loop/swerve.

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. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On August 19, 1996, at 1138 hours Pacific daylight time, a Cessna 195A, N4478C, dragged its wing while landing on runway 29 at San Luis Obispo Airport, San Luis Obispo, California. The pilot was completing a local visual flight rules personal flight. The airplane, registered to and operated by a private individual, sustained substantial damage. The certificated commercial pilot and his passenger were not injured. Visual meteorological conditions prevailed. The flight originated at San Luis Obispo Airport at 1100.

The pilot reported in a telephone interview conducted on August 19, 1996, that during the landing roll the airplane began to swerve to the right. When he applied the corrective action, the airplane ground looped and dragged the left wing.

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 3, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4478C
Model/Series:	195A 195A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	16062
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 1, 1995 Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	L4/R755-7
Registered Owner:	MARJORIE S. YOUNG	Rated Power:	245 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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SBP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	SAN LUIS OBISPO SBP	Runway Surface Type:	Asphalt
Airport Elevation:	209 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4799 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.249874,-120.620895(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	CYNTHIA A JESCH; SAN JOSE , CA
Original Publish Date:	May 30, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29538

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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](#).