



Aviation Investigation Final Report

Location:	Moultonboro, New Hampshire	Accident Number:	IAD01LA085
Date & Time:	July 24, 2001, 12:30 Local	Registration:	N4352V
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot approached runway 20 from the left to compensate for a crosswind. However, at the point of touchdown, the airplane encountered a strong gust from the west, and the pilot did not have enough rudder authority to correct for the crosswind. The airplane traveled off the right side of the runway and "ground-looped", which resulted in substantial damage to the left main landing gear and left wing. The winds reported at Laconia Airport, Laconia, New Hampshire, at 1235, were from 230 degrees at 14 knots, gusting to 19 knots. The pilot reported 1,845 hours of total flight experience, of which 113 were in make and model, and that there were no mechanical deficiencies.

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 of the airplane. 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) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 24, 2001 about 1230 eastern daylight time, a Cessna 195, N4352V, was substantially damaged during landing at the Moultonboro Airport (5M3), Moultonboro, New Hampshire. The certificated commercial pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot, he departed from runway 20 at 5M3, about 1200, and the wind was blowing from the south. He performed a local flight, and when he returned to the airport the wind had changed direction as the result of a passing weather front. He estimated the wind was blowing from the west, gusting to 30 knots. The pilot reported that he made his approach to the left of runway 20 to compensate for the crosswind, and at the point of touchdown, the airplane encountered a strong gust from the west. The pilot reported he did not have enough rudder authority to correct for the crosswind, and the airplane traveled off the right side of the runway. The airplane then "ground-looped," the landing gear broke off, and the airplane slid to a stop.

The pilot stated that his normal procedure for correcting for a crosswind was to "fly the airplane into the wind." He reported that he followed this procedure on the day of the accident; however, the wind was "too strong." The pilot reported that there were no mechanical deficiencies with the airplane.

A Federal Aviation Administration (FAA) inspector examined the airplane. According to the inspector, the left main landing gear collapsed and the left wing spar was bent. He also reported that there were no mechanical deficiencies with the airplane.

The runway at 5M3 was oriented on a heading of 02/20 degrees, and was 3,625 feet long and 50 feet wide.

The pilot reported a total of 1,845 hours of total flight experience, 113 of which were in make and model.

The winds reported at Laconia Airport, Laconia, New Hampshire, 12 miles to the south of 5M3, were from 230 degrees at 14 knots, gusting to 19 knots.

Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 2, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 4, 1999
Flight Time:	1845 hours (Total, all aircraft), 113 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4352V
Model/Series:	195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7261
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2001 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2398 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	L4/R755-7
Registered Owner:	Fredrick Trevor Jr.	Rated Power:	245 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LCI,545 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moultonboro, NH (5M3)	Type of Flight Plan Filed:	None
Destination:	(5M3)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Moultonboro Airport 5M3	Runway Surface Type:	Asphalt
Airport Elevation:	571 ft msl	Runway Surface Condition:	Rough
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3625 ft / 50 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:	43.768333,-71.386665

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Dennis Delo; Federal Aviation Administration; Portland, ME
Original Publish Date:	September 10, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52811

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