



Aviation Investigation Final Report

Location:	Longmont, Colorado	Accident Number:	DEN02LA107
Date & Time:	September 7, 2002, 16:00 Local	Registration:	N4381V
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the airplane slowed following landing, the pilot attempted to turn right onto a taxiway using full right rudder. The airplane made a sudden 90 degree left turn, scraping the right wing tip, and came to a halt. Using differential braking, the pilot taxied back to the hangar. The tail wheel cables were found separated.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: separation of the tail wheel cables, resulting in a loss of directional control.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,STEERING SYSTEM - SEPARATION
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

On September 7, 2002, at 1600 mountain daylight time, a Cessna 195, N4381V, registered to and operated by Colorado Aero Services LLC of Boulder, Colorado, was substantially damaged when the airplane ground looped during taxi at Vance Brand Airport (2V2), Longmont, Colorado. The commercial pilot and his passenger were not injured. Day visual meteorological conditions prevailed, and no flight plan had been filed for the local personal flight being conducted under Title 14 CFR Part 91. The flight originated at Greeley, Colorado, at 1530.

The pilot had flown to the Greeley-Weld County Airport earlier that day. After refueling, he returned to Longmont and landed on runway 29 without incident. He said that as the airplane slowed during rollout, he raised the flaps and unlocked the tail wheel and attempted to turn right on taxiway A2, using full right rudder. The airplane made a sudden 90 degree left turn, scraping the right wing tip, and came to a halt. Using differential braking, the pilot taxied back to his hangar.

On September 12, 2002, an FAA inspector inspected the airplane and found substantial damage to the outboard right wing spars, right wing tip, and horizontal stabilizer.

The pilot said that his insurance company adjuster found the tail wheel cables had separated.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 29, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 12, 2000
Flight Time:	708 hours (Total, all aircraft), 87 hours (Total, this make and model), 49 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4381V
Model/Series:	195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7303
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 2, 2001 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4458 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R-755-S
Registered Owner:	Colorado Aero Services LLC	Rated Power:	330 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:	BJC,5670 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	15:46 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 80 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	30°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Type of Flight Plan Filed:	None
Destination:	Longmont, CO (2V2)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Vance Brand 2V2	Runway Surface Type:	Concrete
Airport Elevation:	5052 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	40.163612,-105.163055

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Mark A Schofield; FAA Flight Standards District Office; Denver, CO
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55730

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