



Aviation Investigation Final Report

Location:	Sand Springs, Oklahoma	Accident Number:	FTW03CA205
Date & Time:	August 22, 2003, 09:25 Local	Registration:	N9882A
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing roll, the airplane suddenly veered to the right and the pilot applied left brakes. The airplane continued off the right side of the runway and spun around striking the left wing on the ground.

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 during the landing roll.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On August 16, 2003, at 0925 central daylight time, a Cessna 195 single-engine airplane, N9882A, sustained substantial damage when it ground looped during the landing roll on runway 17 at William R. Pogue Municipal Airport (0F8), near Sand Springs, Oklahoma. The private pilot, and sole passenger of the airplane, was not injured. Visual metrological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from Richard Lloyd Jones Jr Airport, near Tulsa, Oklahoma at an unknown time.

The 1,759-hour pilot reported to the NTSB investigator-in-charge that the landing touchdown on runway 17 at 0F8 was "fine." During the landing roll, at about 40 knots, the airplane veered to the right and the pilot applied left brakes. The airplane continued off the side of the runway and spun around striking the left wing on the ground.

Examination of the tailwheel-equipped airplane by an FAA inspector who responded to the accident site, revealed the outboard 3 feet of the left wing was bent upward 45 agrees, and the left main landing gear was separated from the airframe.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 7, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9882A
Model/Series:	195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7584
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Jacobs
ELT:		Engine Model/Series:	L6
Registered Owner:	William R Kennedy	Rated Power:	
Operator:	Buford J. Tyler	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TUL	Distance from Accident Site:	
Observation Time:	08:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 14000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (RVS)	Type of Flight Plan Filed:	None
Destination:	Sand Springs, TX (0F8)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	36.130447,-96.130584(est)

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	Lloyd R Cook; Oklahoma City
Original Publish Date:	March 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57793

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).