



Aviation Investigation Final Report

Location:	Gila Bend, Arizona	Accident Number:	LAX04CA160
Date & Time:	March 11, 2004, 16:00 Local	Registration:	N9869A
Aircraft:	Cessna C195A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane ground looped while attempting to land. The purpose of the flight was for the certified flight instructor (CFI) to give the private pilot a check out. The pilot completed about four full stall landings, all of which he kept drifting to the left during the landing roll. On the next landing attempt, the pilot touched down, and drifted to the left. The CFI instructed him to input left rudder, but the pilot was unable to steer due to the tail wheel locking. The airplane began a long turn to the right and ground looped in the same direction. The pilot had bought the airplane the day before the accident and had accumulated a total of 3.6 hours of flight time in the same make and model. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

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, resulting in a ground loop. Factors in the accident were the pilot's unfamiliarity with the airplane and the delayed remedial action of the flight instructor.

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. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (F) REMEDIAL ACTION - DELAYED - CHECK PILOT
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On March 11, 2004, about 1600 mountain standard time, a Cessna 195A, N9869A, ground looped while attempting to land at Gila Bend Municipal Airport (E63), Gila Bend, Arizona. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and certified flight instructor (CFI) were not injured; the airplane sustained substantial damage. The instructional cross-country flight departed Wickenburg Municipal Airport (E25), Wickenburg, Arizona, about 1500, with the planned destination of E63. Day visual meteorological conditions prevailed, and a flight plan had not been filed.

In a written statement, the pilot reported that he was attempting to land on runway 04. After touchdown, he lost control of the airplane and ground looped. He had bought the airplane the day before the accident and had accumulated 3.6 hours of flight time in the same make and model in the last 30 days. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

In a telephone conversation with the National Transportation Safety Board investigator-in-charge, the CFI reported that the purpose of the flight was to give the pilot a check out. After completing several full stall landings at E25, they turned off the runway with the intention to taxi back to the runway for another departure. While turning onto the taxiway, the pilot stated that the airplane would not turn and the steering controls had become ineffectual. The CFI instructed him to alternate pressure on the rudder pedals in an effort to unlock the tail wheel. The steering worked normally after that, and they departed the airport without incident.

The CFI and pilot continued the flight en route to E63, where the wind conditions were light. They completed about four full stall landings, all of which the pilot kept drifting to the left during the landing roll. On the next landing attempt, the pilot touched down and again drifted to the left. The CFI instructed him to input left rudder, but the pilot was unable to steer due to the tail wheel locking. The airplane began a long turn to the right and ground looped in the same direction.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	April 28, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	April 26, 2003
Flight Time:	3369 hours (Total, all aircraft), 4 hours (Total, this make and model), 57 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Check pilot Information

Certificate:	Commercial; Flight instructor	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9869A
Model/Series:	C195A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	7571
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:	L6MB
Registered Owner:	Beau R. Bradley	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Wickenburg, AZ (E25)	Type of Flight Plan Filed:	None
Destination:	Gila Bend, AZ (E63)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Gila Bend Municipal Airport E63	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	04	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.958057,-112.678054

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Jim Gurthrie; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	June 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=58900

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](#).