



Aviation Investigation Final Report

Location:	New Roads, Louisiana	Accident Number:	DFW05CA196
Date & Time:	July 31, 2005, 13:00 Local	Registration:	N1703N
Aircraft:	Cessna 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After the 5,883-hour commercial pilot touched down, at about 45-50 miles per hour (MPH) on Runway 36 (a 5,002-foot by 75-foot asphalt runway), the airplane started an uncommanded slow right turn. The pilot corrected with left rudder and the airplane responded left back towards the runway centerline. When a small amount of right rudder pedal did not arrest the now left turn, the pilot applied full right rudder pedal to no avail. The left turn continued until the airplane was perpendicular with the runway centerline and began to "hop" on the right main landing gear. On the third "hop" the right main landing gear collapsed, the windscreen broke out, and the right wing tip contacted the edge of the runway. After turning approximately 150 degrees the airplane came to rest in an upright position halfway over the edge of the runway. No anomalies were found with the flight controls, rudder system, or tail-wheel of the airplane. The closest weather reporting facility, located 20 nautical miles southeast from the site of the accident, was reporting no wind seven minutes before the accident.

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 control during the landing roll.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

On July 31, 2005, about 1300 central daylight time, a single-engine Cessna 120 tail-wheel equipped airplane, N1703N, was substantially damaged following a loss of control during the landing roll at the False River Regional Airport (HZR), near New Roads, Louisiana. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to a private corporation and operated by the pilot. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from the Granbury Municipal Airport (GDJ) near Granbury, Texas, at 0900, and was en route to the Yellow River Airstrip (FD93), near Holt, Florida, with a planned fuel stop at HZR.

According to the 5,883-hour pilot, after touching down, at about 45-50 miles per hour (MPH), on Runway 36 (a 5,002-foot by 75-foot asphalt runway), the airplane initiated an uncommanded slow right turn. The pilot corrected with left rudder and the airplane responded back towards the runway centerline. When a small amount of right rudder pedal did not arrest the now left turn, the pilot applied full right rudder pedal to no avail. The left turn continued until the airplane was perpendicular with the runway centerline and began to "hop" on the right main landing gear. On the third "hop" the right main landing gear collapsed, the windshield broke out, and the right wing tip contacted the edge of the runway. After turning approximately 150 degrees the airplane came to rest in an upright position halfway over the edge of the runway.

The pilot reported that an examination of the airplane revealed that both right wing spars were found broken and the right main landing gear box sustained structural damage. Around 1530, while the pilot was arranging to recover the airplane, a "level three or four thunderstorm" came through the area and "picked the aircraft up and body slammed it on its back" causing further structural damage.

The pilot further reported that he held an Airframe and Powerplant (A&P) certificate with Inspection Authorization (IA). After the accident he inspected the flight controls, rudder system, and tail-wheel and was not able to find any anomalies that could have contributed to his loss of control.

At 1253, the weather observation facility at Baton Rouge Metropolitan Airport, Ryan Field (BTR), near Baton Rouge, Louisiana, located 20 nautical miles southeast from the site of the accident, was reporting no wind, visibility 10 statute miles, scattered clouds at 4,300 feet, temperature 93 degrees Fahrenheit, dew point 73 degrees Fahrenheit, and barometric pressure setting of 29.93 inches of Mercury.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	69, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	October 1, 2004
Flight Time:	5883 hours (Total, all aircraft), 35 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1703N
Model/Series:	120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11947
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	Day Aviation Inc.	Rated Power:	85 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:	BTR	Distance from Accident Site:	
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4300 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	34°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRANBURY, TX (GDJ)	Type of Flight Plan Filed:	None
Destination:	New Roads, LA (HZR)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	False River Regional Airport HZR	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5002 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.711389,-91.479164

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Jim Coppit; Federal Aviation Administration; Baton Rouge, LA
Original Publish Date:	October 27, 2005
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.ntsb.gov/Docket?ProjectID=62096

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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](#).