



Aviation Investigation Final Report

Location:	Albuquerque, New Mexico	Accident Number:	CEN13LA243
Date & Time:	April 28, 2013, 09:50 Local	Registration:	N4420C
Aircraft:	Cessna 195B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the purpose of the accident flight, which consisted of several practice takeoffs and landings, was to become better acquainted with the flying characteristics of the tailwheel-equipped airplane that he had recently purchased. The accident occurred during a full-stop landing on the hard-surface runway. The pilot reported that he made an uneventful approach and a three-point touchdown on the runway centerline; however, during the landing roll, the airplane suddenly veered to the left. The pilot stated that he was unable to regain directional control and that the airplane departed the left side of the runway and nosed over.

Postaccident examinations of the airplane, including a functional test of the tailwheel assembly, established that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation of the airplane. In the absence of a mechanical cause for the sudden veer experienced during landing roll, it is likely that the pilot failed to maintain directional control of the airplane after touchdown which resulted in the ground-loop and runway excursion.

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

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Dragged wing/rotor/float/other
Landing-landing roll	Nose over/nose down

On April 28, 2013, at 0950 mountain daylight time, a Cessna model 195B airplane, N4420C, was substantially damaged while landing at Double Eagle II Airport (KAEG), Albuquerque, New Mexico. The private pilot and passenger sustained minor injuries. The airplane was registered to and operated by a private individual, under the provisions of 14 Code of Federal Regulations Part 91, without a flight plan. Day visual meteorological conditions prevailed for the personal flight that departed KAEG about 0900.

The pilot reported that the purpose of the accident flight, which consisted of several practice takeoff-and-landings, was to become better acquainted with the flying characteristics of the tailwheel-equipped airplane that he had recently purchased. The pilot reported having about 3 hours of flight experience in the accident airplane make/model. The accident occurred during a full-stop landing on runway 22 (7,398 feet by 100 feet, asphalt). The pilot reported that he made an uneventful approach and three-point touchdown on the runway centerline; however, about 500-600 feet into the landing roll the airplane suddenly veered to the left. The pilot stated that he was unable to regain directional control and that the airplane subsequently departed the left side of the runway before nosing over. The aircraft fuselage and wings were substantially damaged during the accident sequence.

A Federal Aviation Administration (FAA) maintenance inspector examined the airplane multiple times following the accident and confirmed flight control continuity. Additionally, no anomalies or mechanical discontinuities were identified with the tailwheel locking assembly during a functional test. The FAA inspector did not identify any preimpact mechanical malfunctions or failures that would have precluded normal operation of the airplane.

At 0950, the KAEG automated surface observing system reported the following weather conditions: wind 030 degrees true at 3 knots, visibility 10 miles, sky clear, temperature 17 degrees Celsius, dew point -14 degrees Celsius, altimeter setting 30.16 inches of mercury.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 30, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 10, 2013
Flight Time:	4670 hours (Total, all aircraft), 3 hours (Total, this make and model), 4670 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4420C
Model/Series:	195B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	16005
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 1, 2013 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3650 Hrs as of last inspection	Engine Manufacturer:	Jacobs
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	R-755B2
Registered Owner:	Ronald S. Harmon	Rated Power:	275 Horsepower
Operator:	Ronald S. Harmon	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAEG,5837 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	17°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Albuquerque, NM (KAEG)	Type of Flight Plan Filed:	None
Destination:	Albuquerque, NM (KAEG)	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Double Eagle II Airport KAEG	Runway Surface Type:	Asphalt
Airport Elevation:	5837 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	7398 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.145278,-106.79528(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Tamara L Bell; Federal Aviation Administration - Albuquerque FSDO; Albuquerque, NM Vernon Rockett; Federal Aviation Administration - Albuquerque FSDO; Albuquerque, NM
Original Publish Date:	August 13, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=86752

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](#).