



# Aviation Investigation Final Report

<b>Location:</b>	Lancaster, New York	<b>Accident Number:</b>	ERA15CA329
<b>Date &amp; Time:</b>	August 26, 2015, 15:30 Local	<b>Registration:</b>	N1516D
<b>Aircraft:</b>	Cessna 195	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he had just completed a circuit in the airport traffic pattern. During the flare, the airplane began to "settle" when the wind speed decreased. He then applied engine power in order to arrest the descent. The airplane veered left and landed with the nose of the airplane pointing to the left side of the runway. During the landing roll, the pilot was concerned with exiting the paved portion of the runway and applied brake pressure. Subsequently, the airplane nosed over and came to rest inverted on the paved portion of the runway, which resulted in substantial damage to the rudder and vertical stabilizer. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive application of brake pressure, which resulted in the airplane nosing over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Brake - Incorrect use/operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Abrupt maneuver
<b>Landing-landing roll</b>	Nose over/nose down (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 None	<b>Last FAA Medical Exam:</b>	March 1, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2013
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 50 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft)		

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1516D
<b>Model/Series:</b>	195 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1951	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7738
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	June 23, 2015 Annual	<b>Certified Max Gross Wt.:</b>	3351 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2707 Hrs as of last inspection	<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	R-755B2
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BUF,705 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	15:54 Local	<b>Direction from Accident Site:</b>	282°
<b>Lowest Cloud Condition:</b>	Scattered / 2600 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	Lancaster, NY (BQR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lancaster, NY (BQR)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BUFFALO-LANCASTER RGNL BQR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	751 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.921943,-78.611946(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Moats, Heidi
<b>Additional Participating Persons:</b>	Garry Mitcham; FAA/FSDO; Rochester, NY
<b>Original Publish Date:</b>	January 15, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91874">https://data.nts.gov/Docket?ProjectID=91874</a>

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