



Aviation Investigation Final Report

Location:	Merritt Island, Florida	Accident Number:	GAA15CA289
Date & Time:	September 23, 2015, 13:30 Local	Registration:	N3484V
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot of the tailwheel-equipped airplane, he performed a wheel landing on the asphalt runway. The pilot stated that he landed at a speed of 70 miles per hour, and that he allowed the tailwheel to touch down on the runway at approximately 45 miles per hour. He stated that when the tailwheel touched down, the airplane rapidly veered to the left and he attempted to correct the left movement by applying right rudder as well as the brakes. Excessive braking resulted in a nose over. The airplane sustained substantial damage to the fuselage, wings and empennage.

Photographs provided by the FAA showed the airplane veering about 30 degrees toward the left edge of the runway. The left tire mark showed in excess of 30 feet of full tread width, dark black, rubber skid, while the right tire mark showed continual skidding of the inside (right) edge and intermittent full tread width skids. About 30 feet from where the airplane came to rest inverted, the left skid mark lightened up showing continual tread edge skidding and intermittent full tread width skids, and the airplane had turned to the right paralleling to the runway edge. No tailwheel marks were visible in the photographs. The airplane came to rest inverted about 75 feet short of the B4 intersection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's excessive braking during the landing roll, resulting in a nose over.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Braking capability - Incorrect use/operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 5, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 19, 2015
Flight Time:	20500 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3484V
Model/Series:	195 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7184
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	July 1, 2015 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2617 Hrs as of last inspection	Engine Manufacturer:	JACOBS
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	R755B2
Registered Owner:	ERIC H. CAPPEL	Rated Power:	275 Horsepower
Operator:	ERIC H. CAPPEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	COF,8 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	16:58 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winter Haven's, FL (GIF)	Type of Flight Plan Filed:	None
Destination:	Merritt Island, FL (COI)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MERRITT ISLAND COI	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3601 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	28.341667,-80.685554(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Larry Penland; FAA; Orlando, FL
Original Publish Date:	March 14, 2016
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=92094

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