



# Aviation Investigation Final Report

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<b>Location:</b>	Belen, New Mexico	<b>Accident Number:</b>	GAA16CA412
<b>Date &amp; Time:</b>	August 3, 2016, 07:45 Local	<b>Registration:</b>	N72580
<b>Aircraft:</b>	Cessna 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The tailwheel endorsed pilot reported that he was practicing stop and go landing's in a make and model tailwheel-equipped airplane that he had never flown before. During the fourth stop and go, the pilot reported that during the landing roll at 35 miles per hour the airplane began to turn to the right and he attempted to correct. Subsequently, the airplane continued to the right, departed the runway, and ground looped. During the ground loop, the left main landing gear collapsed and the left wing was substantially damaged after the impact with terrain.

The pilot did not report any 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 failure to maintain directional control during the landing roll, which resulted in a runway excursion and a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Landing gear collapse
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 4, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 25, 2016
<b>Flight Time:</b>	(Estimated) 13000 hours (Total, all aircraft), 1 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N72580
<b>Model/Series:</b>	120 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	9750
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 19, 2016 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4352.8 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	85 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>	E80,5199 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LOS LUNAS, NM (E98 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BELEN, NM (E80 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ALEXANDER MUNI E80	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5199 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6601 ft / 60 ft	<b>VFR Approach/Landing:</b>	Stop and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	34.650833,-106.826942(est)

## Preventing Similar Accidents

### Understanding Flight Experience (SA-040)

#### The Problem

Aircraft have different flight characteristics, performance, and systems. Pilots may have many hours of experience, but their experience specific to the aircraft make/model and/or equipment they are flying may be limited.

Although Federal Aviation Administration (FAA) regulations allow pilots to operate aircraft that are designated by a specific category and class, differences among different types of aircraft within the same category and class can be significant. Even if operating a specific type of aircraft is allowed by regulations, it does not mean the practice is safe.

## What can you do?

- Obtain the necessary training from a flight instructor experienced in the aircraft that you plan to fly so that you understand the flight characteristics and emergency procedures for that aircraft. Meeting the minimum requirements does not mean that you are proficient.
- Obtain refresher training if you have not flown for a long period; long periods of no flying, even for high-time pilots, can have an adverse impact on your ability to respond to unusual situations and emergencies.
- Seek out a qualified test pilot to assist in flight testing homebuilt aircraft you are not familiar with.
- Seek out instruction for advanced avionics and systems. Identical make-and-model aircraft can have considerably different cockpit panels.

See <https://www.nts.gov/Advocacy/safety-alerts/Documents/SA-040.pdf> for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Dave Jones; FAA; Albuquerque, NM
<b>Original Publish Date:</b>	September 22, 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=93753">https://data.nts.gov/Docket?ProjectID=93753</a>

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](#).