



Aviation Investigation Final Report

Location:	Socorro, New Mexico	Accident Number:	WPR19LA153
Date & Time:	May 22, 2019, 09:15 Local	Registration:	N1008D
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that, as he approached the airport for landing, the wind was reported as calm. During landing, the tailwheel-equipped airplane touched down fast and bounced. When the airplane settled back onto the runway, it started to veer to the right. The pilot applied left rudder and brakes; the left brake went all the way down and the airplane exited the right side of the runway and ground looped, and the left main landing gear separated from the airplane. The pilot reported that when he exited the airplane, he noticed that the wind had increased. Examination of the brake system did not reveal any anomalies.

Review of recorded weather observations from the accident airport indicated that, about the time of the accident, quartering tailwind conditions existed for the pilot's chosen runway, with a tailwind component of about 8 knots and a right crosswind component of about 3 knots. Given this information, the accident is consistent with the pilot's failure to maintain directional control during landing with a quartering tailwind.

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 airplane control while landing with a quartering tailwind.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on operation
Environmental issues	(general) - Effect on operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse

On May 22, 2019, about 0915 mountain daylight time, a Cessna 195 airplane, N1008D, was substantially damaged when it was involved in an accident near Socorro, New Mexico. The commercial pilot was not injured, and the airplane sustained substantial damage to the left wing. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, when he approached the airport, the wind was calm. The tailwheel-equipped airplane touched down onto runway 33 fast and bounced. When the airplane settled back onto the runway, it started to veer to the right. He applied left rudder and brakes; the left brake went all the way down and the airplane exited the right side of the runway. The airplane ground looped and the left main landing gear separated. The pilot reported that, when he exited the airplane, he noticed that the wind had increased.

Examination of the airplane by a Federal Aviation Administration inspector did not reveal any anomalies with the braking system; however, due to the separation of the left main landing gear, the system could not be operationally tested.

Review of recorded weather observations at the accident airport indicated calm wind conditions until 0855, when wind was reported from 180° at 3 knots. At 0915, wind had increased to 9 knots from the same direction. Based on the 2-minute average, the reported wind indicated a 3-knot crosswind and 8-knot tailwind for landing on runway 33.

Pilot Information

Certificate:	Commercial	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 23, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 14, 2018
Flight Time:	2778 hours (Total, all aircraft), 44 hours (Total, this make and model), 2778 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1008D
Model/Series:	195 A	Aircraft Category:	Airplane
Year of Manufacture:	1950	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7616
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	May 1, 2019 Annual	Certified Max Gross Wt.:	3351 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6044 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R-915-5SERIES
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ONM,4875 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	17°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lubbock, TX (LBB)	Type of Flight Plan Filed:	None
Destination:	Socorro, NM (ONM)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	

Airport Information

Airport:	Socorro Municipal Airport ONM	Runway Surface Type:	Asphalt
Airport Elevation:	4875 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5841 ft / 75 ft	VFR Approach/Landing:	Full stop;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:	34.020278,-106.901947(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Steve Poiani; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	March 23, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99466

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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](#).