



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	COLLEGE STATION, TX	<b>Accident Number:</b>	FTW95LA223
<b>Date &amp; Time:</b>	06/01/1995, 1355 CDT	<b>Registration:</b>	N76856
<b>Aircraft:</b>	CESSNA 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On June 1, 1995, at 1355 central daylight time, a Cessna 120, N76856, sustained substantial damage during landing near College Station, Texas. The commercial pilot was not injured. Visual meteorological conditions prevailed for the personal flight.

According to witnesses at the airport, the airplane was executing a touch and go landing on Runway 10 at the Easterwood Airport (CLL). The pilot made a wheel landing and was rolling on the main tires when control was lost and the airplane departed the runway to the left. The main gear tires stuck in the soft mud at the edge of the runway and the airplane nosed over coming to rest in the inverted position, resulting in damage to the wings and fuselage.

The pilot stated that he was cleared to follow a Saab 340 airplane to land on runway 10. The pilot estimated that he had a two mile separation behind the landing regional airliner. The pilot stated that directional control could not be maintained after encountering the wing vortex wake turbulence from the landing aircraft. He further stated that the light quartering tailwind prevailing at the time of the accident contributed to the accident. Wind was from 200 degrees at 4 knots.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/30/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4094 hours (Total, all aircraft), 55 hours (Total, this make and model), 4040 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N76856
<b>Model/Series:</b>	120 120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11290
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/14/1995, Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	106 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4050 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C85-12F
<b>Registered Owner:</b>	MOORAD, BRUCE M.	<b>Rated Power:</b>	85 hp
<b>Operator:</b>	MOORAD, BRUCE M.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLL, 320 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1356 CDT	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (EYQ)	Type of Flight Plan Filed:	None
Destination:	(CLL)	Type of Clearance:	VFR
Departure Time:	1310 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	EASTERWOOD (CLL)	Runway Surface Type:	Concrete
Airport Elevation:	320 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	5160 ft / 150 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA
Additional Participating Persons:	JAMES M HALL; HOUSTON, TX
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .