



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE AFTER ENCOUNTERING WAKE TURBULENCE FROM A LANDING SAAB 340. THE PILOT STATED THAT A TWO MILE SEPARATION WAS MAINTAINED WHEN HE WAS CLEARED TO LAND BEHIND THE COMMUTER AIRPLANE. WIND WAS FROM 200 DEGREES AT 4 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INABILITY TO MAINTAIN DIRECTIONAL CONTROL AFTER ENCOUNTERING WAKE TURBULENCE FROM A LANDING AIRPLANE. A FACTOR WAS THE TAILWIND.

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED
Phase of Operation: LANDING - ROLL

Findings

1. (C) WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) WEATHER CONDITION - TAILWIND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

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

Certificate:	Flight Instructor; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/30/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N76856
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11290
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/14/1995, Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	106 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4050 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12F
Registered Owner:	MOORAD, BRUCE M.	Rated Power:	85 hp
Operator:	MOORAD, BRUCE M.	Operating Certificate(s) Held:	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	Report Date:	08/23/1995
Additional Participating Persons:	JAMES M HALL; HOUSTON, TX		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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