



National Transportation Safety Board Aviation Accident Data Summary

Location:	COLLEGE STATION, TX	Accident Number:	FTW95LA223
Date & Time:	06/01/1995, 1355 CDT	Registration:	N76856
Aircraft:	CESSNA 120	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	MOORAD, BRUCE M.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C85-12F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLL, 320 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 200°
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (EYQ)	Destination:	(CLL)

Airport Information

Airport:	EASTERWOOD (CLL)	Runway Surface Type:	Concrete
Runway Used:	10	Runway Surface Condition:	Dry
Runway Length/Width:	5160 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA

Adopted Date: 08/23/1995

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.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.