



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Conroe, TX	<b>Accident Number:</b>	FTW01LA105
<b>Date &amp; Time:</b>	04/01/2001, 1415 CDT	<b>Registration:</b>	N195S
<b>Aircraft:</b>	Cessna 195B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot was taking off with a 20-degree left crosswind at 9 knots, and did not use any crosswind takeoff technique. During the takeoff roll, the left wing raised and right wing tip dragged on the ground. The pilot applied full left aileron and right rudder; however, the airplane weather vaned into the wind. As the airplane neared the edge of the runway, the pilot reduced the power, and the airplane nosed over. The pilot stated that he could have prevented the accident by "use[ing] crosswind [takeoff] technique."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to compensate for the wind conditions during takeoff, which resulted in a ground loop.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On April 1, 2001, at 1415 central daylight time, a Cessna 195B tail-wheel equipped airplane, N195S, was substantially damaged when it nosed over during takeoff from the Montgomery County Airport, Conroe, Texas. The private pilot, who was the sole occupant and registered owner of the airplane, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was departing from the Montgomery County Airport at the time of the accident.

According to a written statement provided by the pilot, he was taking off from runway 19. He stated that the wind was from 170 degrees at 9 knots, and he did not use any "crosswind technique." During the takeoff roll, the left wing raised and right wing tip dragged on the ground. The pilot applied full left aileron and right rudder; however, the airplane weather vaned into the wind. As the airplane neared the edge of the runway, the pilot reduced the power, and the airplane "immediately nosed down and landed on its back."

According to the pilot, the propeller, engine cowling, firewall, engine, fuselage, both wings, and the empennage sustained damage.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), under the section titled "Recommendation (How Could This Accident Have Been Prevented)," the pilot wrote, "use crosswind [takeoff] technique."

## Pilot Information

<b>Certificate:</b>		<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/31/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/29/1999
<b>Flight Time:</b>	1492 hours (Total, all aircraft), 1343 hours (Total, this make and model), 1365 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1955
<b>Model/Series:</b>	195B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7924
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	06/23/2000, Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3983 Hours at time of accident	<b>Engine Manufacturer:</b>	Jacobs
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R755B2
<b>Registered Owner:</b>	David L. Cole	<b>Rated Power:</b>	275 hp
<b>Operator:</b>	David L. Cole	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 1800 ft agl	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Conroe, TX (CXO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1415 CDT	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Montgomery County (CXO)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	243 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3974 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nicole L Charnon	<b>Report Date:</b>	07/30/2001
<b>Additional Participating Persons:</b>	Jimmy D Stahl; FAA; Houston, TX		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).