



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Addison, TX	<b>Accident Number:</b>	DFW06CA001
<b>Date &amp; Time:</b>	10/02/2005, 1215 CST	<b>Registration:</b>	N9880A
<b>Aircraft:</b>	Cessna 195	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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This report is based on information received by the NTSB. Additional details may be found in the NTSB's public docket for this case. For further information, please contact the NTSB Office of Public Inquiries.

## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	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>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	07/01/2005
<b>Flight Time:</b>	261 hours (Total, all aircraft), 35 hours (Total, this make and model), 204 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9880A
Model/Series:	195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	7582
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	06/01/2005, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3860 Hours at time of accident	Engine Manufacturer:	Jacobs
ELT:		Engine Model/Series:	R755-B2
Registered Owner:	Robert Stalford	Rated Power:	275 hp
Operator:	Robert Stalford	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ADS, 644 ft msl	Distance from Accident Site:	
Observation Time:	1147 CDT	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	7 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON, TX (DWH)	Type of Flight Plan Filed:	None
Destination:	Addison, TX (ADS)	Type of Clearance:	VFR Flight Following
Departure Time:	1045 CDT	Type of Airspace:	

## Airport Information

Airport:	ADDISON (ADS)	Runway Surface Type:	Asphalt
Airport Elevation:	644 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	7202 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.968333, -96.836389

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leah Yeager
<b>Additional Participating Persons:</b>	
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<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:pubinquiry@ntsb.gov">pubinquiry@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> .