



# Aviation Investigation Final Report

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<b>Location:</b>	Ypsilanti, Michigan	<b>Accident Number:</b>	CEN21LA422
<b>Date &amp; Time:</b>	September 16, 2021, 12:20 Local	<b>Registration:</b>	N4358V
<b>Aircraft:</b>	Cessna 195	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The commercial pilot reported that after landing in the tailwheel-equipped airplane, he performed a “higher than normal speed taxi” to exit the runway to make way for incoming landing traffic. During the taxi, he lost directional control, which resulted in a ground loop. During the ground loop, the right wing and the right horizontal stabilizer impacted the ground, sustaining substantial damage to both areas. The airplane came to rest upright, and the pilot taxied back to his hangar.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe and engine that would have precluded normal operation. The pilot additionally reported that he should have “taken the time necessary” to taxi the airplane safely off the runway and that he should not have “concerned myself with the fact that there was incoming traffic behind me.”

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during taxi, which resulted in a ground loop.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Directional control - Not attained/maintained

## Factual Information

### History of Flight

Taxi-from runway	Loss of control on ground (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 20, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 4, 2021
<b>Flight Time:</b>	832 hours (Total, all aircraft), 100 hours (Total, this make and model), 684 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 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>	N4358V
<b>Model/Series:</b>	195	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1948	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7274
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	April 13, 2021 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4281.3 Hrs at time of accident	<b>Engine Manufacturer:</b>	Jacobs Aircraft Engine Company
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	R-755B2
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KYIP,716 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	143°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.19 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 15°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ypsilanti, MI	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Ypsilanti, MI	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	WILLOW RUN YIP	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	715 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05R/23L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7543 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.238195,-83.538268(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Dennis Heinze; FAA East Michigan FSDO; Belleville, MI
<b>Original Publish Date:</b>	November 16, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=103892">https://data.ntsb.gov/Docket?ProjectID=103892</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).