



Aviation Investigation Final Report

Location:	Battle Creek, Michigan	Accident Number:	CHI07CA172
Date & Time:	June 19, 2007, 18:30 Local	Registration:	N4358V
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged during a ground loop on runway 31 (4,835 feet by 100 feet, asphalt). The pilot stated that on his third touch and go, he flared the airplane into a flat attitude to ease it down onto the runway. The airplane bounced twice and started to turn to the left. He corrected with right rudder but the aircraft bounced again and he applied more right rudder. The airplane responded and turned to the right. At this point the airplane was "45 degrees off the centerline of the runway and was heading for the runway lights." The pilot tried to correct the airplane back to the left, but the airplane ground looped. The left main landing gear collapsed and the airplane departed the right side of the runway.

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 of the aircraft during the landing roll which resulted in a ground loop.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

3. TERRAIN CONDITION - RUNWAY

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

The airplane was substantially damaged during a ground loop on runway 31 (4,835 feet by 100 feet, asphalt). The pilot stated that on his third touch and go, he flared the airplane into a flat attitude to ease it down onto the runway. The airplane bounced twice and started to turn to the left. He corrected with right rudder but the aircraft bounced again and he applied more right rudder. The airplane responded and turned to the right. At this point the airplane was "45 degrees off the centerline of the runway and was heading for the runway lights." The pilot tried to correct the airplane back to the left, but the airplane ground looped. The left main landing gear collapsed and the airplane departed the right side of the runway.

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 1, 2006
Flight Time:	7000 hours (Total, all aircraft), 1 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 1, 2006
Flight Time:	3700 hours (Total, all aircraft), 160 hours (Total, this make and model), 3650 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4358V
Model/Series:	195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7274
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	January 1, 2007 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3490 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R755B-2
Registered Owner:	Layson Aviation, LLC	Rated Power:	275 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBTL,952 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	23°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DETROIT, MI (YIP)	Type of Flight Plan Filed:	None
Destination:	Battle Creek, MI	Type of Clearance:	VFR flight following
Departure Time:	17:45 Local	Type of Airspace:	

Airport Information

Airport:	W K KELLOGG BTL	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4835 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.30722,-85.251388

Administrative Information

Investigator In Charge (IIC): Silliman, James

Additional Participating Persons:

Original Publish Date: July 25, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=66074>

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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](#).