



# Aviation Investigation Final Report

<b>Location:</b>	DIXON, Illinois	<b>Accident Number:</b>	CHI82DA310
<b>Date &amp; Time:</b>	August 6, 1982, 15:00 Local	<b>Registration:</b>	N195SB
<b>Aircraft:</b>	CESSNA 195A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT LANDED DOWNWIND ON RUNWAY 26 AND THE AIRCRAFT GROUNDLOOPED DURING THE LANDING ROLL. THE MAIN LANDING GEAR AND LEFT WING TIP WERE DAMAGED DURING THE SWERVE.

## Probable Cause and Findings

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

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 27, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	597 hours (Total, all aircraft), 31 hours (Total, this make and model), 545 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N195SB
<b>Model/Series:</b>	195A 195A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	7374
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	45 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2419 Hrs	<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-755-B2
<b>Registered Owner:</b>	ROBERT L. FINLEY	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	ROBERT L. FINLEY	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	OSHKOSH	Type of Flight Plan Filed:	None
Destination:	DIXON	Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	

## Airport Information

Airport:	DIXON MUNICIPAL 1L6	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	
Runway Length/Width:	3100 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating  
Persons:**

**Original Publish Date:** August 6, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=70486>

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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](#).