



# Aviation Investigation Final Report

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<b>Location:</b>	Leavenworth, Kansas	<b>Accident Number:</b>	GAA17CA415
<b>Date &amp; Time:</b>	July 17, 2017, 11:20 Local	<b>Registration:</b>	N4432C
<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 pilot of the tailwheel airplane reported that he made a normal approach to an asphalt runway. During the landing roll, the tail started to move to the left, and he corrected with left rudder application, but he recalled that "I may have unintentionally put pressure on the left toe brake." The airplane veered to the left and exited the left side of the runway. The airplane entered a drainage culvert and ground looped to the left. The right main landing gear (MLG) collapsed, and the right wing tip struck the ground.

The airplane sustained substantial damage to the right MLG attachment point.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's inadvertent toe brake application during the landing roll, which resulted in a runway excursion and a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Brake - Unintentional use/operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 28, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 15, 2016
<b>Flight Time:</b>	(Estimated) 4000 hours (Total, all aircraft), 38 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4432C
<b>Model/Series:</b>	195 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1952	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	16017
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	July 1, 2017 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>	3554 Hrs at time of accident	<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	R755B SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</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>	KMCI,1025 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	116°
<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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Goodland, KS (GLD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Leavenworth, KS (FLV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SHERMAN AAF FLV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	771 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5318 ft / 102 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.3675,-94.914443(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	James Seabolt; FAA; Kansas City, MO
<b>Original Publish Date:</b>	December 15, 2017
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=95601">https://data.nts.gov/Docket?ProjectID=95601</a>

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