



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Hood River, Oregon | Accident Number: | GAA18CA444 |
| Date & Time: | July 21, 2018, 09:30 Local | Registration: | N195N |
| Aircraft: | Cessna 195 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing, as the tailwheel touched down, the airplane veered sharply left. He applied full right rudder and brake to no avail. The airplane exited the runway to the left, the right main landing gear collapsed, and the right wing struck the ground. The airplane came to rest in a nose-down attitude.

The airplane sustained substantial damage to the right wing.

The Federal Aviation Administration inspector reported that, during a postaccident examination, he did not observe any anomalies with the rudder cables, tailwheel assembly, and brakes.

The automated weather observation station located on the airport reported that, about 16 minutes after the accident, the wind was from 240° at 6 knots. The airplane landed on runway 25.

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 landing.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing | Runway excursion |
| Landing | Loss of control on ground (Defining event) |
| Landing | Attempted remediation/recovery |
| Landing | Landing gear collapse |
| Landing | Collision with terr/obj (non-CFIT) |
| Landing | Nose over/nose down |

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Airline transport; Commercial | Age: | 75, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | December 22, 2016 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | March 25, 2017 |
| Flight Time: | (Estimated) 6071.7 hours (Total, all aircraft), 466 hours (Total, this make and model), 5100 hours (Pilot In Command, all aircraft), 12.3 hours (Last 90 days, all aircraft), 7.8 hours (Last 30 days, all aircraft), 1.2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N195N |
| Model/Series: | 195 B | Aircraft Category: | Airplane |
| Year of Manufacture: | 1953 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 16075 |
| Landing Gear Type: | Tailwheel | Seats: | 5 |
| Date/Type of Last Inspection: | November 11, 2017 Annual | Certified Max Gross Wt.: | 3350 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3445.9 Hrs as of last inspection | Engine Manufacturer: | Jacobs |
| ELT: | Installed, not activated | Engine Model/Series: | R755B2 |
| Registered Owner: | On file | Rated Power: | 275 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | K4S2,630 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 16:46 Local | Direction from Accident Site: | 195° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 2300 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.17 inches Hg | Temperature/Dew Point: | 17°C / 10°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Puyallup, WA (PLU) | Type of Flight Plan Filed: | None |
| Destination: | Hood River, OR (4S2) | Type of Clearance: | None |
| Departure Time: | 08:25 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|----------------------------|----------------------------------|---------------------------|
| Airport: | KEN JERNSTEDT AIRFIELD 4S2 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 638 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 25 | IFR Approach: | None |
| Runway Length/Width: | 3040 ft / 75 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | 45.6725,-121.53083(est) |

Administrative Information

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| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Tony Moore; FAA; Hillsboro, OR |
| Original Publish Date: | March 18, 2019 |
| 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=97901 |

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](#).