



Aviation Investigation Final Report

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

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

Factual Information

History of Flight

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

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

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:		Rated Power:	275 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

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

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

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

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Tony Moore; FAA; Hillsboro, OR
Original Publish Date:	March 18, 2019
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), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).