



National Transportation Safety Board Aviation Accident Final Report

Location:	GARDEN CITY, KS	Accident Number:	MKC90LA058
Date & Time:	03/01/1990, 1430 CST	Registration:	N4332V
Aircraft:	CESSNA 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE ATTEMPTING TO LAND THE TAIL WHEEL ACFT, THE PILOT LOST DIRECTIONAL CONTROL, AND VEERED OFF THE RUNWAY COLLIDING WITH A SNOW BANK. THE LEFT MAIN GEAR WAS TORN OFF AND THE RIGHT WING TIP SUSTAINED ADDITIONAL DAMAGE ALONG WITH THE PROPELLER BLADES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DIRECTIONAL CONTROL NOT MAINTAINED BY THE PILOT IN COMMAND.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/06/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6096 hours (Total, all aircraft), 96 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4332V
Model/Series:	195 195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7238
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R-755-9
Registered Owner:	DONALD E. TERRY	Rated Power:	245 hp
Operator:	DONALD E. TERRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCK, 2888 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1450 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	GALLUP, NM (GUP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 MST	Type of Airspace:	

Airport Information

Airport:	GARDEN CITY (GCK)	Runway Surface Type:	Asphalt
Airport Elevation:	2888 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5999 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOHN HRUBAN	Report Date:	12/30/1992
Additional Participating Persons:	JOHN DIPIETRA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).