



National Transportation Safety Board Aviation Accident Final Report

Location:	Kennett, MO	Accident Number:	GAA19CA549
Date & Time:	09/15/2019, 1000 CDT	Registration:	N4584N
Aircraft:	Cessna L19	Aircraft Damage:	Substantial
Defining Event:	Aircraft servicing event	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during takeoff for the accident flight, which was the second flight of the day, he saw that the oil pressure was falling and realized it was likely due to his failure to install the engine oil filler cap after checking the oil during the first flight of the day. He did not conduct a preflight checklist before the accident flight. He subsequently made a precautionary landing at a nearby airport. During the landing, the airplane bounced, and the landing gear collapsed. The airplane bounced again, skidded off the right side of the runway, and ground looped. The left wing struck the ground before the airplane stopped. The airplane sustained substantial damage to the main rotor blades. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure to install the engine oil filler cap before the first flight of the day; his subsequent failure to conduct a preflight check before the accident flight, which resulted in his failure to note that the cap was not installed; and his improper landing flare during a precautionary landing, which resulted in a bounced landing and ground loop.

Findings

Aircraft

Personnel issues

- Use of equip/system - Pilot (Cause)
- Forgotten action/omission - Pilot (Cause)
- Use of checklist - Pilot (Cause)
- Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Prior to flight	Aircraft servicing event (Defining event)
Landing	Loss of control on ground

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
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:	03/04/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/10/2019
Flight Time:	(Estimated) 1872.8 hours (Total, all aircraft), 46 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4584N
Model/Series:	L19 E	Aircraft Category:	Airplane
Year of Manufacture:	1944	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24565
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/05/2018, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6375.2 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-470-15
Registered Owner:	On file	Rated Power:	213
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTKX, 262 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1555 UTC	Direction from Accident Site:	302°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	31° C / 22° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARUTHERSVILLE, MO (M05)	Type of Flight Plan Filed:	None
Destination:	CARUTHERSVILLE, MO (M05)	Type of Clearance:	None
Departure Time:	0945 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Kennett Memorial (TKX)	Runway Surface Type:	Concrete
Airport Elevation:	261 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing; Traffic Pattern

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:	36.225833, -90.036667 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/17/2020
Additional Participating Persons:	Ralph Erickson; FAA; St. Louis, MO		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100274		

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](#).