



Aviation Investigation Final Report

Location:	MC KINNEY, Texas	Accident Number:	FTW91LA057
Date & Time:	March 24, 1991, 16:30 Local	Registration:	N841DP
Aircraft:	CESSNA 195B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A DAY LANDING THE PILOT TOUCHED DOWN SHORT OF THE RUNWAY AND HIS LANDING ROLL CARRIED HIM TO THE PAVED RUNWAY. AFTER THE AIRPLANE REACHED THE RUNWAY THE PILOT LOST CONTROL AND THE AIRPLANE VEERED LEFT OF THE RUNWAY AND GROUND-LOOPED. THE PILOT REPORTED NO MECHANICAL MALFUNCTIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LANDING SHORT OF THE THRESHOLD AND LOSS OF DIRECTIONAL CONTROL.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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



Factual Information

Pilot Information

Certificate:	Airline transport	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 25 hours (Total, this make and model), 8500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N841DP
Model/Series:	195B 195B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	16112
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R-755B2
Registered Owner:	J. P. MARTIN	Rated Power:	275 Horsepower
Operator:	J. P. MARTIN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROANOKE , TX (52F)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	AERO COUNTRY TX05	Runway Surface Type:	Asphalt
Airport Elevation:	792 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	2950 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.180049,-96.590881 (est)

Administrative Information

Investigator In Charge (IIC): Wall, O.

Additional Participating Persons: T. TUCKER; DALLAS , TX

Original Publish Date: March 10, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23316>

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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](#).