



Aviation Investigation Final Report

Location:	WA KEENEY, Kansas	Accident Number:	MKC85LA054
Date & Time:	January 18, 1985, 13:15 Local	Registration:	N5590H
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACFT TOUCHED DOWN LEFT OF CENTERLINE. LEFT MAIN GEAR CONTACTED SLUSH ON THE RWY AND THE ACFT SWERVED INTO A 2 TO 3 FT SNOWBANK ALONGSIDE THE RWY. PLT STATED, 'THE RWY WAS PLENTY CLEAR AND THE ACCIDENT WOULD NOT HAVE HAPPENED IF THE PLANE HAD BEEN KEPT ON THE CENTER LINE OR CLOSE TO IT.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 7, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	135 hours (Total, all aircraft), 35 hours (Total, this make and model), 86 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5590H
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-653
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 5, 1985 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2302 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D
Registered Owner:	LOREN F. SIZELOVE	Rated Power:	100 Horsepower
Operator:		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:	GDL ,3654 ft msl	Distance from Accident Site:	100 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAVERNE , OK (OK67)	Type of Flight Plan Filed:	None
Destination:	WA KEENEY , KS (7KS1)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WA KEENEY/TREGO 7KS1	Runway Surface Type:	Asphalt
Airport Elevation:	2435 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	Visual
Runway Length/Width:	2700 ft / 50 ft	VFR Approach/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:	39.02016,-99.8694(est)

Administrative Information

Investigator In Charge (IIC): Thorpe, Clint

Additional Participating Persons: LOREN NEWTON; WICHITA , KS

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33910>

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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](#).