



Aviation Investigation Final Report

Location:	OSAGE CITY, Kansas	Accident Number:	MKC85LA079
Date & Time:	March 29, 1985, 15:30 Local	Registration:	N9959G
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PLT WAS PRACTICING LANDING AT THE AIRPORT WHEN DURING THE LANDING ROLL ON THE THIRD ATTEMPT AT LANDING THE ACFT SWERVED OFF THE RWY. THE ACFT GROUND LOOPED AFTER DEPARTING THE RWY AND SUSTAINED SUBSTANTIAL DAMAGE. THE PLT RPTD THE BRAKES GRABBED ASYMETRICALLY PULLING THE ACFT OFF THE RWY. WITNESSES STATED THE PLT HAD DIFFICULTY HANDLING THE ACFT DURING THE LANDING ATTEMPTS. NO MECHANICAL DESCREPANCY WAS NOTED BY A VISUAL INSPECTION OF THE ACFT.

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) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 4, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	245 hours (Total, all aircraft), 5 hours (Total, this make and model), 240 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9959G
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18800759
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 23, 1984 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	110 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	EDWARD TADLOCK JR. & V. TADLOCK	Rated Power:	500 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:	EMP ,1206 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	15:45 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSAGE CITY , KS (53K)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	OSAGE CITY 53K	Runway Surface Type:	Asphalt
Airport Elevation:	1105 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2560 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.629432,-95.820983(est)

Administrative Information

Investigator In Charge (IIC):	Thorpe, Clint
Additional Participating Persons:	KATHY PERSON; WICHITA , KS
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33926

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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](#).