



Aviation Investigation Final Report

Location:	SATANTA, Kansas	Accident Number:	MKC90LA050
Date & Time:	January 21, 1990, 08:15 Local	Registration:	N4022X
Aircraft:	AERO COMMANDER 100-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO TAKEOFF FROM A FRESHLY, SNOW PLOWED RUNWAY, THE PRIVATE PILOT LOST DIRECTIONAL CONTROL, VEERED OFF THE RUNWAY AND COLLIDED WITH A SNOWBANK.

Probable Cause and Findings

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

Findings

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

Findings

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

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

Findings

2. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 25, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 5 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N4022X
Model/Series:	100-180 100-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5122
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 18, 1990 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1855 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2F
Registered Owner:	UNKNOWN	Rated Power:	180 Horsepower
Operator:	WINKLER, GENE	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:	GCK ,2888 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	07:50 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SATANTA , KS (1KS7)	Type of Flight Plan Filed:	None
Destination:	SANTA BARBARA , CA	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	

Airport Information

Airport:	SATANTA 1KS7	Runway Surface Type:	Asphalt
Airport Elevation:	2976 ft msl	Runway Surface Condition:	Snow;Wet
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3340 ft / 40 ft	VFR Approach/Landing:	None

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:	37.430934,-100.980697(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: DAVIS MONTE;

Original Publish Date: September 21, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34928>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).