



Aviation Investigation Final Report

Location:	GARDEN CITY, Kansas	Accident Number:	MKC82DA157
Date & Time:	August 4, 1982, 19:15 Local	Registration:	N2600S
Aircraft:	CESSNA T337C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING ARRIVAL, THE PILOT LANDED ON RUNWAY 17 WITH A TAIL WIND OF ABOUT 10 KNOTS. ACCORDING TO THE PILOT, THE TOUCHDOWN WAS NORMAL, BUT AFTER ROLLING A SHORT DISTANCE, THE AIRCRAFT BEGAN TO SHAKE AND THEN SWERVED OFF THE RIGHT SIDE OF THE RUNWAY. AFTER LEAVING THE HARD SURFACE, THE NOSE GEAR FOLDED AFT AND THE FUSELAGE WAS DAMAGED. ACCORDING TO THE FLIGHT SERVICE STATION RECORDS, NO RADIO CALL WAS RECEIVED FROM THE PILOT PRIOR TO LANDING. A WITNESS REPORTED THAT THE PLANE LANDED DOWNWIND AT A HIGH RATE OF SPEED AND BOUNCED SEVERAL TIMES BEFORE THE NOSEWHEEL BLEW OUT.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

- 5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 6. LANDING GEAR, TIRE - FAILURE, TOTAL

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

Findings

- 7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 8. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	43, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 9, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	87 hours (Total, all aircraft), 61 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2600S
Model/Series:	T337C T337C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	3370900
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	91 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1178 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360-A/B
Registered Owner:	KIRK SCHADE	Rated Power:	210 Horsepower
Operator:	LYNN A. BYSON	Operating Certificate(s) Held:	
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	Distance from Accident Site:	
Observation Time:	19:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	13 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PROVO , UT (PVU)	Type of Flight Plan Filed:	None
Destination:	GOODLAND , KS (GLD)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	

Airport Information

Airport:	GARDEN CITY MUNI GCK	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

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:	37.969364,-100.859413(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 4, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70806>

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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](#).