



# Aviation Investigation Final Report

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<b>Location:</b>	Benton, Kansas	<b>Accident Number:</b>	GAA19CA161
<b>Date &amp; Time:</b>	March 11, 2019, 13:30 Local	<b>Registration:</b>	N4431C
<b>Aircraft:</b>	Cessna L19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The pilot receiving instruction toward a commercial certificate in the tailwheel-equipped airplane reported that, while practicing a power-off 180° approach, upon landing, the airplane veered sharply right. The pilot attempted to correct with opposite rudder; however, the airplane exited the right side of the runway, impacted a tree, and then came to rest after impacting a house.

The airplane sustained substantial damage to the left and right wings.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation.

About the time of the accident, an automated weather reporting station located 5 miles west of the accident site reported that the wind was from 080° at 4 knots. The pilot landed the airplane on runway 17.

## Probable Cause and Findings

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

The pilot's receiving instruction's failure to maintain directional control during the landing roll, which resulted in impact with trees and a house.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Environmental issues</b>	Tree(s) - Effect on operation
<b>Environmental issues</b>	Residence/building - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Runway excursion
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 28, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 23, 2018
<b>Flight Time:</b>	(Estimated) 1956 hours (Total, all aircraft), 298 hours (Total, this make and model)		

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 8, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 11, 2017
<b>Flight Time:</b>	(Estimated) 2000 hours (Total, all aircraft), 8.3 hours (Total, this make and model), 90 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4431C
<b>Model/Series:</b>	L19 E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1957	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	24549
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7650 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-11
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	213 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAAO,1421 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	18:35 Local	<b>Direction from Accident Site:</b>	252°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.32 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Benton, KS (1K1 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Benton, KS (1K1 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Lloyd Stearman Field 1K1	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1364 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	37.774444,-97.113334(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Marshall Ens; FAA; Wichita, KS
<b>Original Publish Date:</b>	November 6, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99092">https://data.nts.gov/Docket?ProjectID=99092</a>

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](#).