



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PIERCEVILLE, KS	<b>Accident Number:</b>	MKC88FA042
<b>Date &amp; Time:</b>	01/19/1988, 1946 CST	<b>Registration:</b>	N611CA
<b>Aircraft:</b>	Gulfstream 500B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

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## Analysis

THE ACFT DPTD GARDEN CITY UNDER EXTREMELY POOR WX COND'S. MORE THAN HALF WAY TO DODGE CITY, THE PIC RPTD ENG PBLMS TO KANSAS CITY (ARTCC). VECTORS WERE PROVIDED TO THE DODGE CITY ARPT, BUT THE PIC DID NOT MAINTAIN ASSIGNED HDGS. THE ACFT HEADED BACK TOWARDS GARDEN CITY TO ATTEMPT AN INST APPRCH. RADAR VECTORS WERE PROVIDED FOR THE LOCALIZER APPRCH. RADAR INDICATED THAT THE ACFT DID NOT BECOME STABILIZED ON THE APPRCH. THERE WAS A SIGNIFICANT LOSS OF GRNDSPD AS THE PLT WAS ATTMPTNG TO GET ESTABLISHED ON THE LOCALIZER. RADAR CONTACT WAS LOST ABT 2 MI FM THE ARPT AT A SPD APPRCHNG STALL SPD FOR THIS ACFT. THE ACFT CRASHED ABT 2 MI SHORT AND TO THE RT OF COURSE. THE ACFT IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE ON HDG WHICH INDICATED A TURN AWAY FM THE ARPT. THE LEFT PROP WAS FOUND IN THE FEATHER POSITION. NO MECH PBLM WAS DISCOVERED. THE RT ENG APPEARED TO BE PRODUCING FULL PWR AT IMPACT.

## Probable Cause and Findings

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. 1 ENGINE
  2. (C) POWERPLANT - UNDETERMINED
  3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
  4. (F) LIGHT CONDITION - DARK NIGHT
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

5. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  6. (F) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
  7. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  8. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. TERRAIN CONDITION - FROZEN
10. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/01/1987
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2125 hours (Total, all aircraft), 58 hours (Total, this make and model), 2125 hours (Pilot In Command, all aircraft), 226 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Gulfstream	<b>Registration:</b>	N611CA
<b>Model/Series:</b>	500B 500B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	922 7
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/04/1988, AAIP	<b>Certified Max Gross Wt.:</b>	6750 lbs
<b>Time Since Last Inspection:</b>	19 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6713 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540-B1A5
<b>Registered Owner:</b>	CENTRAL AIRLINES, INC.	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	CENTRAL AIRLINES, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	CCTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	GCK, 2888 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1950 CST	Direction from Accident Site:	358°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	30 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4° C / -6° C
Precipitation and Obscuration:			
Departure Point:	GARDEN CITY, KS (GCK)	Type of Flight Plan Filed:	IFR
Destination:	WICHITA,, KS (ICT)	Type of Clearance:	IFR
Departure Time:	1924 CST	Type of Airspace:	Class E

## Airport Information

Airport:	GARDEN CITY (GCK)	Runway Surface Type:	Asphalt
Airport Elevation:	2888 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	Localizer Only
Runway Length/Width:	5999 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:	07/10/1989
Additional Participating Persons:	GWEN MARTIN; WICHITA, KS RON MEYERS; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).