



National Transportation Safety Board Aviation Accident Final Report

Location:	BONHAM, TX	Accident Number:	FTW95LA375
Date & Time:	09/01/1995, 1500 CDT	Registration:	N5798J
Aircraft:	CESSNA 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The flight's destination was a farm near Bonham. During a low approach over the farm field, the pilot decided to abort the landing and go to Jones Field. During the aborted landing, a partial loss of engine power occurred. As the airplane descended toward a barn and trees, the pilot banked the airplane to the left and missed the barn. The left wing struck trees and the airplane impacted the ground coming to rest inverted. During an engine test run throughout a range of power settings, no mechanical discrepancies were found. The pilot reported a 102 degree (F) temperature, an altimeter setting of 30.00, and a site elevation of 600 feet. Utilizing this data, the calculated density altitude exceeded 3,000 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. FACTORS WERE THE HIGH DENSITY ALTITUDE AND LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (F) TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - BUILDING(NONRESIDENTIAL)
5. OBJECT - TREE(S)

Factual Information

On September 1, 1995, at 1500 central daylight time, a Cessna 172N, N5798J, collided with trees during an aborted landing near Bonham, Texas. The private pilot and one passenger received minor injuries and the other passenger was not injured. The airplane sustained substantial damage. Centerline Aviation operated the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the personal cross country flight and a flight plan was not filed.

The pilot reported that the flight had departed Addison, Texas, approximately 1420, en route to a farm near Bonham. During a low approach over the farm field, the pilot decided to abort the landing and go to Jones Field at Bonham. When the pilot "pushed in [the] throttle, plane sputtered then resumed power." On climb out, the airplane "sputtered again." From 80 to 90 feet above the ground, the airplane descended to 30 to 50 feet toward a barn and trees. With the airplane continuing the descent, the pilot banked the airplane to the left and missed the barn; however, the left wing struck trees and the airplane impacted the ground coming to rest nose down. Structural damage occurred to the firewall, right wing, and fuselage.

An engine test run (sheet enclosed) was conducted in the presence of the owner's representative and the FAA inspector. Throughout a range of power settings, no mechanical discrepancies were found.

The pilot reported a Fahrenheit temperature of 102 degrees, an altimeter setting of 30.00 inches, and the site elevation as 600 feet. Utilizing this data, the calculated density altitude exceeded 3,000 feet.

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/12/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 21 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5798J
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17273838
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/27/1995, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5361 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4M
Registered Owner:	KURT S. BRENT	Rated Power:	180 hp
Operator:	CENTERLINE AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	39° C / 21° C
Precipitation and Obscuration:			
Departure Point:	ADDISON, TX (ADS)	Type of Flight Plan Filed:	Unknown
Destination:	, TX (NONE)	Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): JOYCE M SMITH **Report Date:** 03/21/1996

Additional Participating Persons: WILLIAM H HOLSCLOW; DALLAS, TX

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).