



National Transportation Safety Board Aviation Accident Final Report

Location:	MARIETTA, OK	Accident Number:	FTW96LA036
Date & Time:	11/01/1995, 1620 CST	Registration:	N49131
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot said he was unable to maintain directional control after landing on a wet grass airstrip. The airplane went off the left side of the runway and collided with a ditch. Examination of the accident site disclosed tire tracks 200 feet beyond the runway threshold and 10 feet left of centerline. The tracks angled off the left side of the runway and terminated at the airplane in the ditch. Winds reported at nearby Ardmore Municipal Airport were from 190 degrees at 10 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control. A factor was the wet grass runway.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On November 1, 1995, approximately 1620 central standard time, a Cessna 152, N49131, operated by Bridgeport Flight Center, was substantially damaged when it collided with terrain during landing at Marietta, Oklahoma. The private pilot and passenger were not injured. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the personal flight. The flight, being conducted under Title 14 CFR Part 91, originated at Bridgeport, Texas, approximately 1530.

In the Pilot/Operator Aircraft Accident Report, the pilot chose not to make a written statement. However, in a telephone interview the pilot stated he was unable to maintain directional control and the airplane departed the left side of runway 17 colliding with a ditch. According to a Federal Aviation Administration inspector, examination of the accident site disclosed the airplane touched down on wet grass 200 feet beyond the runway threshold, 10 feet left of centerline. The tracks went off the left side of the runway and terminated at the airplane in the ditch. Winds reported at nearby Ardmore Municipal Airport were from 190 degrees at 10 knots.

Pilot Information

Certificate:	Private	Age:	19, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/07/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	101 hours (Total, all aircraft), 101 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N49131
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15283428
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/27/1995, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8474 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	BRIDGEPORT FLIGHT CENTER	Rated Power:	110 hp
Operator:	BRIDGEPORT FLIGHT CENTER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ADM, 0 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1448 CST	Direction from Accident Site:	13°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:	BRIDGEPORT, TX (1F9)	Type of Flight Plan Filed:	None
Destination:	(T40)	Type of Clearance:	None
Departure Time:	1530 CST	Type of Airspace:	Class G

Airport Information

Airport:	MCGEHEE CATFISH RESTAURAN (T40)	Runway Surface Type:	Grass/turf
Airport Elevation:	760 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2450 ft / 55 ft	VFR Approach/Landing:	Full Stop

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:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	03/21/1996
Additional Participating Persons:	LLOYD R COOK; OKLAHOMA CITY, OK		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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