



National Transportation Safety Board Aviation Accident Data Summary

Location:	HALLETT, OK	Accident Number:	FTW96FA058
Date & Time:	12/02/1995, 0141 CST	Registration:	N98003
Aircraft:	Cessna 172P	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor, his student, and a passenger departed Stillwater Municipal Airport at 0120 for a night instructional cross country flight. They flew east climbing to 3,500 feet MSL and parallel to the Cimarron Turnpike. The Cimarron Turnpike, elevation 980 feet, is a 4 lane white cement highway with a 10 foot wide grass strip separating the east and westbound lanes. The spacing of the eastbound traffic, at that time of night, was 5 to 8 miles apart and the moon was approximately 85% full. At 0138:20, radar showed the airplane flying a descending box pattern over the turnpike culminating with impacting the 7/16 inch stainless steel static wires which were 64 feet over the turnpike. The airplane impacted on the eastbound lanes and slid east, 3 feet north of the center line and exactly parallel to it for a 162 feet. Moments before the impact, witnesses 'noticed a bright, single light practically directly behind' them. Because no other vehicles arrived at the accident scene for approximately 5 minutes, they believe the bright light they saw was that of the airplane.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's intentional low altitude flight maneuver. Factors were the static wire and the bright night condition.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) LOW ALTITUDE FLIGHT/MANEUVER - INTENTIONAL - PILOT IN COMMAND(CFI)
2. (C) TERRAIN CONDITION - ROADWAY/HIGHWAY
3. (F) LIGHT CONDITION - BRIGHT NIGHT
4. (F) OBJECT - WIRE,STATIC

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	1254 hours (Total, all aircraft), 173 hours (Total, this make and model), 1173 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N98003
Model/Series:	172P 172P	Engines:	1 Reciprocating
Operator:	SPARTAN FLIGHT SCHOOL	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	TUL, 677 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 150°
Temperature:	11° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	STILLWATER, OK (SWO)	Destination:	TULSA, OK (RVS)

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JAMES F STRUHSAKER	Adopted Date:	07/17/1996
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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