



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	JOHNSTOWN, CO	<b>Accident Number:</b>	FTW96LA290
<b>Date &amp; Time:</b>	07/01/1996, 1545 MDT	<b>Registration:</b>	N19682
<b>Aircraft:</b>	Cessna 172L	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

During a local area personal flight, the aircraft struck two power lines approximately 1 mile apart, the second of which sheared off approximately 1/3 of the vertical stabilizer and rudder. The pilot then flew the aircraft back to the point of departure, a distance of about 70 miles, and parked the aircraft in a shelter. He did not report the power line encounter. The aircraft was found the following day with evidence of substantial damage to many portions of the aircraft.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain proper altitude/clearance from obstructions, while buzzing.

## Findings

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

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) ALTITUDE/CLEARANCE - IMPROPER - PILOT IN COMMAND
3. (C) BUZZING - PERFORMED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	18
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	200 hours (Total, all aircraft), 198 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 60 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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N19682
<b>Model/Series:</b>	172L 172L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MICHAEL M. CRONK	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FNL, 5016 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 40°
<b>Temperature:</b>	23° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ENGLEWOOD, CO (APA)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	NORMAN F WIEMEYER	<b>Adopted Date:</b>	12/23/1996
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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.