



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WAXAHACHIE, TX	<b>Accident Number:</b>	FTW97LA098
<b>Date &amp; Time:</b>	02/01/1997, 1700 CST	<b>Registration:</b>	N5598T
<b>Aircraft:</b>	Cessna 172E	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The flight instructor and his student were practicing touch and go landings. During climb out from the second touch and go, the instructor pilot informed the student that he 'had a simulated engine failure', and then reduced the throttle. After the student turned toward a field, the instructor increased the throttle, but the aircraft 'developed an excessive sink.' After the instructor maneuvered to avoid trees the aircraft impacted the ground. The instructor pilot reported that he did not have 'very much time' to set up for the forced landing due to the low altitude and close proximity to trees. He added that two pilots who flew the aircraft in the past told him that they had experienced 'similar' intermittent power loss problems with the aircraft. After these events, mechanical examinations of the engine by the airframe and powerplant certificated instructor pilot did not reveal any defects. During an examination of the engine, throttle and mixture linkages were intact and revealed no defects. After cleaning mud deposits from the carburetor body (impact related), the engine was operated successfully while still mounted in the airframe. The reported power loss could not be duplicated.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A factors was the lack of suitable terrain for the forced landing.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On February 1, 1997, at 1700 central standard time, a Cessna 172E, N5598T, registered to and owned by the pilot, was destroyed upon impacting terrain shortly after take off near Waxahachie, Texas. The certified flight instructor and student pilot received minor injuries. The instructional flight was being conducted under Title 14 CFR Part 91 when the accident occurred. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported to the investigator-in-charge, that he and his student were practicing touch and go landings at O'Brian Airport, Waxahachie, Texas. During climb out from the second touch and go, the instructor pilot informed the student that he "had a simulated engine failure", and then reduced the throttle. After the student turned toward a field, the instructor increased the throttle, but the aircraft "developed an excessive sink." After the instructor maneuvered to avoid trees the aircraft impacted the ground. The instructor pilot reported that he did not have "very much time" to set up for the forced landing due to the low altitude and close proximity to trees.

He added that two pilots who flew the aircraft in the past told him that they had experienced "similar" intermittent power loss problems with the aircraft. After these events, mechanical examinations of the engine by the airframe and powerplant certificated instructor pilot did not reveal any defects.

The aircraft wreckage was recovered to Northwest Regional Airport, Dallas, Texas, where an engine examination was conducted under the supervision of an FAA inspector. Throttle and mixture linkages were intact and revealed no defects. After cleaning mud deposits from the carburetor body (impact related), the engine was operated successfully while still mounted in the airframe. The reported power loss could not be duplicated.

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/04/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5598T
Model/Series:	172E 172E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17251498
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/03/1996, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1785 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-300-D
Registered Owner:	GARY D. JENKINS	Rated Power:	
Operator:	GARY D. JENKINS	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:	Scattered / 2000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 0° C
Precipitation and Obscuration:			
Departure Point:	(F25)	Type of Flight Plan Filed:	None
Destination:	GRAND PRARIE, TX (GPM)	Type of Clearance:	None
Departure Time:	1700 CST	Type of Airspace:	Class D

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** ALEXANDER LEMISHKO **Report Date:** 08/25/1997

**Additional Participating Persons:** HAROLD D CHURCHMAN; DALLAS, TX  
JOHN KENT; MOBILE, AL

**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](mailto: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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