



National Transportation Safety Board Aviation Accident Final Report

Location:	ELK CITY, OK	Accident Number:	FTW98LA040
Date & Time:	11/02/1997, 1415 CST	Registration:	N5745R
Aircraft:	Cessna 172G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to personnel at the airport, the airplane, which is based at the Elk City Municipal Airport, taxied to runway 35 to depart for a local flight. The pilot was reported to have completed the runup facing into the wind at the runup area for runway 35. Following the runup, the pilot maneuvered the airplane to take the active runway. While turning the airplane, the tail of the airplane was turned into the prevailing wind and the airplane nosed over and came to rest in the inverted position. The recorded winds at the Clinton Sherman Industrial Airport which is located 18 miles east of Elk City, were reported from 340 degrees at 27 knots, gusting to 33. The peak wind was reported at 35 knots on the 1345 hourly observation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The high winds and the pilot's poor judgment in attempting to taxi in the existing wind conditions.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) WEATHER CONDITION - HIGH WIND
2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS

Factual Information

On November 2, 1997, at 1415 central standard time, a Cessna 172G airplane, N5745R, was substantially damaged following a loss of control while taxiing, near Elk City, Oklahoma. The non-instrument rated private pilot and his passenger were not injured. The airplane was owned and operated by the pilot. Visual meteorological conditions prevailed for the personal flight which was conducted under Title 14 CFR Part 91. The flight was originating from the Elk City Municipal Airport at the time of the accident.

According to personnel at the airport, the airplane, which is based at the Elk City Municipal Airport, taxied for departure on runway 35 for a local flight. The pilot was reported to have completed the runup facing into the wind at the runup area for runway 35. Following the runup, the pilot maneuvered the airplane to take the active runway. While turning the airplane, the tail of the airplane was turned into the prevailing wind and the airplane nosed over and came to rest in the inverted position.

The airport manager stated that due to the high winds, the activity at the airport was minimal on the day of the accident. He further stated that approximately one hour prior to the accident, a Cessna 182 landed, purchased fuel and departed without incident.

The pilot reported to the investigator-in-charge, that he intended to fly to the Sayre Municipal Airport, which is located approximately 13 miles to the southwest of Elk City. He further stated he was well aware of the winds and had positioned the flight controls in the proper direction to maintain control of the airplane. He added that he purchased the airplane on August 31, 1997.

Examination of the airplane by the pilot and the airport manager revealed that both wings, the vertical stabilizer and the fuselage, aft of the baggage compartment, sustained structural damage.

The recorded winds at the Clinton Sherman Industrial Airport, which is located 18 miles east of Elk City, were reported from 340 degrees at 27 knots, gusting to 33. The peak wind was reported at 35 knots on the 1345 hourly observation.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/14/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	205 hours (Total, all aircraft), 24 hours (Total, this make and model), 152 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5745R
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17253414
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/20/1997, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4439 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	CHARLES R. O'NEILL& TONY PAGE	Rated Power:	145 hp
Operator:	CHARLES R. O'NEILL& TONY PAGE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CSM, 1950 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1345 CST	Direction from Accident Site:	66°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	27 knots / 33 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / -5° C
Precipitation and Obscuration:			
Departure Point:	(ELK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	ELK CITY MUNICIPAL (ELK)	Runway Surface Type:	Concrete
Airport Elevation:	2002 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4402 ft / 75 ft	VFR Approach/Landing:	None

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):	HECTOR R CASANOVA	Report Date:	04/24/1998
Additional Participating Persons:	LLOYD 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 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](#).