



National Transportation Safety Board Aviation Accident Data Summary

Location:	WESTPORT, OK	Accident Number:	FTW98LA085
Date & Time:	01/02/1998, 1640 CST	Registration:	N201LG
Aircraft:	Mooney M20J	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After an uneventful 50-minute cross-country flight, the pilot entered the landing pattern and observed the windsock indicating winds from 190 at 10-15 knots. After a normal downwind, base, and final approach, and about 160 yards down the runway, the aircraft was about to touch down when it started to veer to the left. The pilot attempted to stabilize directional control by applying right rudder and adding power. A gust of wind then 'lifted the right wing to a 20 degree' bank and turned the aircraft further to the left, which aligned the nose of the airplane toward some tree tops. Subsequently, the airplane impacted the trees, and settled to the ground, upright, and nose low. The pattern was flown with 1/2 flaps selected on base and full flaps on final. The pilot said that the winds at the accident site were from 190 degrees at 12 knots, gusting to 15 knots. Reported winds, 28 miles east of the accident site, were from 190 degrees at 16 knots, gusting to 25 knots. Inspection of the wind sock showed that it was functioning properly.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the existing wind conditions. A factor was gusty winds.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2505 hours (Total, all aircraft), 2100 hours (Total, this make and model), 2404 hours (Pilot In Command, all aircraft), 26 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:	Mooney	Registration:	N201LG
Model/Series:	M20J M20J	Engines:	1 Reciprocating
Operator:	RICHARD L. MOORE	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A3B6D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUL, 638 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 3200 ft agl	Wind Speed/Gusts, Direction:	16 knots / 25 knots, 190°
Temperature:	16°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	POTEAU, OK (RKR)	Destination:	, OK (4F1)

Airport Information

Airport:	KEYSTONE AIRPARK (NONE)	Runway Surface Type:	Asphalt
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 55 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ALEXANDER LEMISHKO

Adopted Date: 12/08/1998

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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