



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	MARIETTA, OK	<b>Accident Number:</b>	FTW98LA137
<b>Date &amp; Time:</b>	03/01/1998, 1415 CST	<b>Registration:</b>	N84561
<b>Aircraft:</b>	Cessna 172K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 1 Minor

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

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On March 1, 1998, at 1415 central standard time, a Cessna 172K airplane, N84561, registered to and operated by a private owner, was substantially damaged following a loss of control during final approach at the at McGehee Catfish Restaurant Airport, Marietta, Oklahoma. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 CFR Part 91 personal flight. The private pilot and one passenger were seriously injured, and the other passenger sustained minor injuries. The flight originated from Tyler, Texas, at 1230.

The 1,386 hour pilot reported that while on final approach to runway 35, the aircraft encountered a north-westerly crosswind and he performed a go-around. During his second approach to runway 35, an "unpredictable crosswinds/windshear exceeded [the] control capability of A/C," and blew the aircraft to the right of the runway into the top of 30 foot trees. The pilot further reported that he applied full power, the aircraft began to climb, and he turned into the wind. Subsequently, the aircraft struck a power line, and came to rest inverted about 100 yards south of the runway.

The pilot also reported that at the time of the accident, the wind was from 330 degrees at 18 knots gusting to 25.

Examination of the aircraft by the FAA inspector revealed that the firewall was damaged, and the nose landing gear assembly was separated from the aircraft. The left and right wing struts, the right horizontal stabilizer, and the leading edge of the left wing were damaged. He added that runway 35 is a 2,450 feet long, by 55 feet wide grass strip situated in a low area surrounded by hills and trees on both sides.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/15/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1386 hours (Total, all aircraft), 766 hours (Total, this make and model), 1244 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 5 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>	N84561
<b>Model/Series:</b>	172K 172K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	52522
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/04/1997, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	88 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	ROBERT J. LAMONTE	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	ROBERT J. LAMONTE	<b>Operating Certificate(s) Held:</b>	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:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17° C
Precipitation and Obscuration:			
Departure Point:	TYLER, TX (TYR)	Type of Flight Plan Filed:	None
Destination:	(T40)	Type of Clearance:	None
Departure Time:	1230 CST	Type of Airspace:	Class G

## Airport Information

Airport:	MCGEHEE CATFISH REST. (T40)	Runway Surface Type:	Grass/turf
Airport Elevation:	760 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2450 ft / 55 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON
Additional Participating Persons:	CARY E WILCOX; OKLAHOMA CITY, OK
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 <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> .