



National Transportation Safety Board Aviation Accident Final Report

Location:	MARIETTA, OK	Accident Number:	FTW98LA137
Date & Time:	03/01/1998, 1415 CST	Registration:	N84561
Aircraft:	Cessna 172K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While on final approach to runway 35 at the McGehee Catfish Restaurant Airport, the aircraft encountered a north-westerly crosswind and the pilot performed a go-around. During a second approach to runway 35, an 'unpredictable crosswinds/windshear exceeded control capability of A/C,' and blew the aircraft to the right of the runway into the top of 30 foot trees. The pilot 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 reported that at the time of the accident, the wind was from 330 degrees at 18 knots gusting to 25.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

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

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. OBJECT - TREE(S)
4. OBJECT - WIRE, TRANSMISSION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

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

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/15/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N84561
Model/Series:	172K 172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	52522
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/04/1997, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	88 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	ROBERT J. LAMONTE	Rated Power:	150 hp
Operator:	ROBERT J. LAMONTE	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:	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	Report Date:	02/15/2001
Additional Participating Persons:	CARY E WILCOX; 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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