



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Serious, 1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT J. LAMONTE	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	18 knots / 25 knots, 330°
<b>Temperature:</b>	17° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TYLER, TX (TYR)	<b>Destination:</b>	(T40)

## Airport Information

<b>Airport:</b>	MCGEHEE CATFISH REST. (T40)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2450 ft / 55 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): DOUGLAS D WIGINGTON

Adopted Date: 02/15/2001

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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