



National Transportation Safety Board Aviation Accident Final Report

Location:	NORFOLK, NE	Accident Number:	CHI98LA188
Date & Time:	06/01/1998, 1700 CDT	Registration:	N6847E
Aircraft:	Cessna 175A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After takeoff the airplane departed controlled flight and impacted the terrain. The pilot said that he believes that the airplane encountered a wind shift. The airplane departed on runway 31. The reported winds six minutes prior to the accident were 270 degrees at 23 knots with gusts to 27 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudged wind conditions and his not obtaining/maintaining compensation for wind conditions. A factor was a sudden wind shift.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
 2. (C) PREFLIGHT PLANNING/PREPARATION - MISJUDGED - PILOT IN COMMAND
 3. (C) COMPENSATION FOR WIND CONDITIONS - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On June 1, 1998, at 1700 central daylight time, a Cessna 175A, N6847E, operated by a private pilot descended into the terrain after liftoff from runway 31 (5,160' x 100' dry/asphalt) at Karl Stefan Memorial Airport, near Norfolk, Nebraska. The airplane was destroyed on impact with the terrain and a post accident fire. The pilot and two passengers reported minor injuries. The pilot stated that the airplane may have encountered windshear and was unable to climb. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight was originating at the time of the accident.

The pilot said that the airplane lifted off at about 65 knots. He said that when the airplane reached an altitude of about 200 to 300 feet, the airplane began to descend and he was unable to get the airplane to maintain flight. He said, "I believe the sole cause of the accident to be a change in wind direction and/or velocity, complicated by large groves of trees to the west of the runway" He said that there was no mechanical failure or loss of power in the airplane. He said that just prior to impact he extended the flaps to full.

The departure was on runway 31. The winds recorded at the departure airport six minutes prior to the accident were 270 degrees at 23 knots with gusts to 27 knots.

Pilot Information

Certificate:	Private	Age:	54, 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:	11/03/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 70 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6847E
Model/Series:	175A 175A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	56347
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	GO-300-C
Registered Owner:	CYNTHIA L. TOLLE	Rated Power:	175 hp
Operator:	CYNTHIA L. TOLLE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OFK, 1572 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1654 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	23 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30° C / 9° C
Precipitation and Obscuration:			
Departure Point:	(OFK)	Type of Flight Plan Filed:	None
Destination:	SPEARFISH, SD (SPF)	Type of Clearance:	None
Departure Time:	1700 CDT	Type of Airspace:	Class G

Airport Information

Airport:	STEFAN MUNICIPAL (OFK)	Runway Surface Type:	Asphalt
Airport Elevation:	1572 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	5160 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	02/16/2001
Additional Participating Persons:	TOM RONK; LINCOLN, NE		
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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