



National Transportation Safety Board Aviation Accident Final Report

Location:	BALL GROUND, GA	Accident Number:	ATL99LA001
Date & Time:	10/01/1998, 1545 EDT	Registration:	N5588R
Aircraft:	Cessna C-172F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

According to the pilot, he was on his third takeoff of the day from his newly built private field. The runway was 1000 feet long by 42 feet wide, covered mostly in grass with some packed soil. As he became airborne, he experienced a left quartering wind gust, which pushed the airplane to the right. The right wing collided with a tree and the airplane spun to the right resulting in substantial damage to the airplane. The pilot, and sole occupant, was not injured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain directional control of the airplane on take-off, during gusty conditions, resulting in a collision with a tree.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Factual Information

On October 1, 1998, about 1545 eastern daylight time, a Cessna 172F, N 5588R, collided with a tree and the ground on takeoff from a private field in Ball Ground, Georgia. The airplane was operated by the registered owner under the provisions of Title 14 CFR part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The private pilot, and sole occupant, was not injured and the airplane sustained substantial damaged. The local flight was originating at the time of the accident.

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Pilot Information

Certificate:	Private	Age:	63, 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:	12/05/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	509 hours (Total, all aircraft), 224 hours (Total, this make and model), 476 hours (Pilot In Command, all aircraft), 11 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:	Cessna	Registration:	N5588R
Model/Series:	C-172F C-172F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17253190
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/12/1997, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	54 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3151 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	GILBERT WARD	Rated Power:	145 hp
Operator:	GILBERT WARD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMG, 1280 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1745 EDT	Direction from Accident Site:	195°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 EDT	Type of Airspace:	Class E

Airport Information

Airport:	PRIVATE FIELD (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	1280 ft	Runway Surface Condition:	
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	1000 ft / 42 ft	VFR Approach/Landing:	None

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
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BUTCH WILSON	Report Date:	05/19/1999
Additional Participating Persons:	RENE ROSADO JEFF A KLINE		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).