



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT WORTH, TX	Accident Number:	FTW99LA040
Date & Time:	12/01/1998, 1203 CST	Registration:	N4755B
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

During the full stop landing, the airplane exited the runway and traveled down an incline before coming to rest. The student pilot, sole occupant, reported that this was his second solo flight and that he applied the wrong rudder during the landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's loss of directional control due to improper use of the rudder. A factor was the hilly terrain beyond the departure end of the runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On December 1, 1998, at 1203 central standard time, a Cessna 152 airplane, N4755B, sustained substantial damage when it impacted terrain during the landing roll on runway 16R at the Fort Worth Meacham International Airport, Fort Worth, Texas. The airplane was owned by a private individual and operated by Aer Mistral, Fort Worth, Texas, under Title 14 CFR Part 91. The student pilot, sole occupant, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the local solo instructional flight which departed the airport approximately 1130.

The 25 hour student pilot reported to the FAA inspector that this flight was his second solo flight in the aircraft. He had practiced pattern work at the Fort Worth Alliance Airport and returned to the Meacham Airport. During the full stop landing at Meacham, he performed a "normal landing and then applied the wrong rudder." The airplane exited the right side of the runway and traveled down an incline before coming to rest.

The FAA inspector found the nose gear trunion and the engine mount bent. The operator reported that the lower left portion of the engine mount was bent 25 to 30 degrees.

A review of the air traffic data by the investigator-in-charge revealed that the inbound flight requested a full stop landing at the Meacham Airport. Following a landing clearance for runway 16L, the pilot performed a go-around. Subsequently, the tower controller reissued the clearance for runway 16L and requested that the pilot execute a short approach to the runway. The pilot requested and was approved to extend the left downwind pattern; however, due to other landing traffic, the controller changed the landing runway to 16R. The pilot performed a go-around from runway 16R, and the controller issued a clearance for a right downwind pattern to runway 16R. During the landing roll, the airplane exited runway 16R and traveled down a hill before stopping.

Pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/29/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4755B
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15283618
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/18/1998, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	49 Hours	Engines:	1 Reciprocating
Airframe Total Time:	9348 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ASHISH COSWAMI	Rated Power:	110 hp
Operator:	MARCO CARUSO	Operating Certificate(s) Held:	None
Operator Does Business As:	AER MISTRAL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTW, 710 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1200 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(FTW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1130 CST	Type of Airspace:	Class D

Airport Information

Airport:	FORT WORTH MEACHAM (FTW)	Runway Surface Type:	Asphalt
Airport Elevation:	710 ft	Runway Surface Condition:	Dry
Runway Used:	16R	IFR Approach:	
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Full Stop

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):	JOYCE ROACH	Report Date:	04/06/2001
Additional Participating Persons:	CURT MAHAFFEY; FORT WORTH, TX		
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.ntsbt.gov/pubdms/ .		

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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](#).