



National Transportation Safety Board Aviation Accident Final Report

Location:	ABILENE, TX	Accident Number:	FTW91LA011
Date & Time:	11/02/1990, 1340 CST	Registration:	N5096D
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING AN APPROACH TO RUNWAY 22 THE STUDENT PILOT ENCOUNTERED MILD TURBULENCE AND HIGH WIND GUSTS IN EXCESS OF TWENTY FOUR KNOTS FROM THE LEFT. THE AIRPLANE BEGAN A RAPID DESCENT FROM APPROXIMATELY FIFTY FEET RESULTING IN THE PILOT LOSING DIRECTIONAL CONTROL, FOLLOWED BY GROUND IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO COMPENSATE FOR GUSTY WIND CONDITION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	48, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/06/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	54 hours (Total, all aircraft), 54 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5096D
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17272420
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	RAVEN AIR PARTS	Rated Power:	160 hp
Operator:	RAVEN AIR PARTS	Operating Certificate(s) Held:	None
Operator Does Business As:	QUALIFLIGHT TRAINING, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABI, 1790 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1354 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26 °C / 13 °C
Precipitation and Obscuration:			
Departure Point:	(ABI)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1215 CST	Type of Airspace:	

Airport Information

Airport:	ABILENE (ABI)	Runway Surface Type:	Asphalt
Airport Elevation:	1775 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3686 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	11/09/1992
Additional Participating Persons:	M JORDON		
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](#).