



National Transportation Safety Board Aviation Accident Final Report

Location:	GALION, OH	Accident Number:	ATL89LA084
Date & Time:	02/01/1989, 1500 EST	Registration:	N8121B
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRPLANE STALLED AND CRASHED SHORTLY AFTER A DOWNWIND TOUCH & GO LDG. THE PLT REPORTED THAT HE DID NOT CHECK THE ARPT WINDSOCK PRIOR TO THE LDG. THE AIRPLANE TOUCHED DOWN ABOUT 1/3 DOWN THE 3,500 FT RWY WITH FULL FLAPS (40 DEGREES). THE PLT THEN INITIATED T/O BY FIRST ADDING POWER. BEFORE HE COULD RAISE THE FLAPS THE AIRPLANE BECAME AIRBORNE & CLIMBED TO ABOUT 100 FT. HE THEN ELECTED TO LEAVE THE FLAPS DOWN BECAUSE OF LOW AIRSPEED AND THE POSSIBILITY OF STALLING. THE AIRPLANE BEGAN TO DESCEND, AND SUBSEQUENTLY IMPACTED THE GROUND WITH THE RT MAIN & NOSE LDG GEAR ABOUT 300 YDS SOUTH OF THE ARPT. A WITNESS REPORTED THAT THE AIRPLANE MAINTAINED A HIGH ANGLE OF ATTACK AS IT DESCENDED. THE PILOT NOTED THAT THE WIND HAD BEEN BLOWING FROM THE OPPOSITE DIRECTION EARLIER IN THE FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO RETRACT THE FLAPS PRIOR TO ADDING POWER FOR TAKEOFF RESULTING IN A PREMATURE LIFT-OFF, AND THE PILOT'S FAILURE TO MAINTIAN CONTROL OF THE AIRPLANE AFTER LIFT-OFF WHICH RESULTED IN A STALL/MUSH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. (F) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (C) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. (C) LIFT-OFF - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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--no waivers/lim.	Last FAA Medical Exam:	04/09/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 22 hours (Total, this make and model), 72 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8121B
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	29921
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2147 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300-A
Registered Owner:	BRODE, STEPHEN H	Rated Power:	145 hp
Operator:	BRODE, STEPHEN H.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFD, 1297 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1550 EST	Direction from Accident Site:	70°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 3°C
Precipitation and Obscuration:			
Departure Point:	MT. GILEAD, OH (419)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	GALION MUNICIPAL (GQQ)	Runway Surface Type:	Asphalt
Airport Elevation:	1225 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	08/22/1990
Additional Participating Persons:	TIMOTHY LETT; CLEVELAND, OH		
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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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](#).