



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT WORTH, TX	Accident Number:	FTW87LA052
Date & Time:	02/01/1987, 1530 CST	Registration:	N98816
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

PRIVATE PILOT IN CESSNA 172P WITH THREE PASSENGERS ABOARD ATTEMPTED TO TAKE OFF WITH 60 DEGREE, 9 KNOT CROSS-WIND COMPONENT. PILOT ROTATED AIRCRAFT PREMATURELY CAUSING STALL WARNING HORN TO ACTIVATE AND AIRSPEED TO DISSIPATE. PILOT LOWERED NOSE OF AIRCRAFT IN AN ATTEMPT TO REGAIN AIRSPEED. AIRCRAFT BEGAN TO LOSE ALTITUDE. PILOT FAILED TO TAKE CORRECTIVE ACTION TO COMPENSATE FOR CROSS-WIND AND ALLOWED AIRCRAFT TO DRIFT OFF RUNWAY AND IMPACT THE GROUND AND A FENCE CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT AND PASSENGERS WERE NOT INJURED. PILOT HAD ONE HOUR OF DUAL INSTRUCTION IN ACCIDENT MAKE AND MODEL AND TOTAL OF 2 HOURS IN MAKE AND MODEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
2. (C) PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
3. (C) AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
4. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. (F) ROTATION - PREMATURE - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

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

Findings

9. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	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--w/ waivers/lim.	Last FAA Medical Exam:	07/31/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	91 hours (Total, all aircraft), 2 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N98816
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17276361
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/14/1987, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	39 Hours	Engines:	1 Reciprocating
Airframe Total Time:	802 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-D2J
Registered Owner:	GEORGE B. BLESSE	Rated Power:	160 hp
Operator:	K & S CLASSICS	Operating Certificate(s) Held:	None
Operator Does Business As:	OAK GROVE FLYING SCHOOL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTW, 876 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1437 CST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1539 CST	Type of Airspace:	Class E

Airport Information

Airport:	OAK GROVE (F72)	Runway Surface Type:	Asphalt
Airport Elevation:	690 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BOB DICKENS	Report Date:	03/21/1988
Additional Participating Persons:	ANN STONE; DALLAS, 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.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](#).