



National Transportation Safety Board Aviation Accident Data Summary

Location:	FORT WORTH, TX	Accident Number:	FTW87LA052
Date & Time:	02/01/1987, 1530 CST	Registration:	N98816
Aircraft:	CESSNA 172P	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

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

Pilot Information

Certificate:	Private	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	K & S CLASSICS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTW, 876 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 230°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	OAK GROVE (F72)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Wet
Runway Length/Width:	3500 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): BOB DICKENS Adopted Date: 03/21/1988

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.