



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BLANCO, TX	<b>Accident Number:</b>	FTW84LA298
<b>Date &amp; Time:</b>	07/01/1984, 1430 CDT	<b>Registration:</b>	N738RW
<b>Aircraft:</b>	CESSNA 172N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DUE TO THE TATUM RANCH PRIVATE AIRSTRIP BEING INCORRECTLY MARKED ON THE SECTIONAL CHART THE PLT WAS USING, HE INADVERTANTLY LANDED AT THE WRONG ARPT LOST CONTROL OF THE ACFT & WAS UNABLE TO GO AROUND OR STOP. THE ACFT CONTINUED OFF THE END OF THE GRAVEL RUNWAY DOWN INTO A RAVINE.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) CHARTS/OTHER MANUALS - INCORRECT
2. (C) LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

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Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/07/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	369 hours (Total, all aircraft), 369 hours (Total, this make and model), 369 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N738RW
<b>Model/Series:</b>	172N 172N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17270L87
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/05/1983, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2500 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Registered Owner:</b>	PATRICK COLIN SMITH	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	PATRICK COLIN SMITH	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	36 °C / -12 °C
Precipitation and Obscuration:			
Departure Point:	SAN ANTONIO, TX	Type of Flight Plan Filed:	None
Destination:	BLANCO, TX	Type of Clearance:	None
Departure Time:	1345 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	RIV RANCH	Runway Surface Type:	Gravel
Airport Elevation:	420 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	F	ROTH	Report Date:
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).