



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	N. Las Vegas, NV	<b>Accident Number:</b>	LAX01LA135
<b>Date &amp; Time:</b>	04/01/2001, 1435 PDT	<b>Registration:</b>	N9572H
<b>Aircraft:</b>	Cessna 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

During an aborted landing the airplane collided with a fence and came to rest upright in a construction area on the airport. The pilot received wind information prior to landing, indicating that winds were from 140 degrees at 10 knots gusting to 20 knots. At the time of the accident the winds were from 190 degrees at 15 knots gusting to 20 knots. On the landing rollout the pilot applied the brakes; however, the airplane veered to the right of the runway. He attempted to counteract the movement with left rudder input. The airplane continued off the runway, and the pilot applied full throttle to abort the landing. The pilot placed the airplane in a climb attitude and made a shallow left bank. He saw the right wing pass over a box and simultaneously heard scraping. He then noted that the bank angle had increased and returned the airplane to straight-and-level flight and lowered the nose. He lined up on a dirt road and landed without further incident. There were no mechanical anomalies noted by the pilot with the airplane prior to or during the accident sequence.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the existing crosswind condition, and his failure to maintain runway alignment.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

5. OBJECT - FENCE

## Factual Information

On April 1, 2001, at 1435 hours Pacific daylight time, a Cessna 172M, N9572H, collided with a fence during an attempted aborted landing on runway 12 at the North Las Vegas Air Terminal (VGT), Las Vegas, Nevada, and came to rest upright in a construction area on the airport. The airplane sustained substantial damage. The airplane was operated by West Air Aviation and rented by the pilot under the provisions of 14 CFR Part 91. The private pilot was not injured. Visual meteorological conditions prevailed for the personal cross-country flight that departed the Scottsdale, Arizona, airport about 1215. The flight was scheduled to terminate at VGT. A visual flight rules (VFR) flight plan had been filed.

In the pilot's written statement he stated that prior to departure from Scottsdale he had received a weather briefing from the Flight Service Station (FSS) for his entire route of flight.

He transitioned through Las Vegas Class B airspace and was handed off to VGT. He was instructed by VGT to fly right traffic for runway 12 and was cleared to land. He was then instructed to fly left traffic for runway 12. The pilot reported that VGT ATIS was reporting winds from 140 degrees at 10 knots gusting to 20 knots. He did not feel the winds were a problem. During the final approach he "crabbed" into the wind to compensate for the crosswind. As the airplane came over the runway, he applied left rudder and right aileron and lined up with the centerline of the runway.

After touchdown he applied the brakes. The airplane veered sharply to the right towards a ditch. The pilot attempted to counteract the movement to the right with left rudder input. The airplane continued along its direction of travel and he applied full throttle to abort the landing. He indicated that the airplane's direction of travel was about 20 degrees from the runway centerline.

He heard a voice say there was an airplane off the runway and simultaneously heard metal scraping. He saw the right wing pass over a metal box that he believed was a runway or taxiway sign. At that point the airplane was in a shallow left bank and climb attitude. The pilot saw the corner of the taxiway, still in a climb attitude, but he saw that the bank angle was increasing. He returned the airplane to a level attitude and lowered the nose. He saw a dirt "bladed" road in front of him. He engaged the right rudder to align the airplane with the road and landed. The airplane continued the landing roll until the pilot was instructed by a local tower controller to stop. He believed that the airplane passed over a runway or taxiway sign.

The pilot stated that he landed with 20 degrees of flaps down selected. He did not recall any mechanical anomalies with the airplane prior to the accident, or during the accident sequence.

Review of Federal Aviation Administration records disclosed that the local controller had provided wind information to the pilot after clearing him to land. Wind information obtained from ASOS was from 140 degrees at 10 knots gusting to 20 knots.

The VGT aviation routine weather report (METAR) issued at 1352 reported: visibility 10 statute miles broken sky condition at 25,000; winds from 190 at 15 knots; temperature 82 degrees Fahrenheit; dew point 50 degrees Fahrenheit; and altimeter 29.61 inHg. At 1440, reported winds were from 190 degrees at 15 knots gusting to 20 knots. At 1452, the wind conditions were updated. Winds were reported from 190 degrees at 15 knots.

## 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>	06/16/2000
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	82 hours (Total, all aircraft), 82 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9572H
<b>Model/Series:</b>	172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17266237
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/02/2001, 100 Hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	66 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4229 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	Giles Holding Company	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	West Air Aviation	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VGT, 2205 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1440 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.61 inches Hg	Temperature/Dew Point:	28° C / 10° C
Precipitation and Obscuration:			
Departure Point:	Scottsdale, AZ (SDL)	Type of Flight Plan Filed:	VFR
Destination:	N. Las Vegas, NV (VGT)	Type of Clearance:	VFR
Departure Time:	1215 MST	Type of Airspace:	Class D

## Airport Information

Airport:	NORTH LAS VEGAS AIR TERMINAL (VGT)	Runway Surface Type:	Asphalt
Airport Elevation:	2205 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.211667, -115.195556

## Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Report Date:	11/28/2001
Additional Participating Persons:	JIM DAIGLE; FEDERAL AVIATION ADMINISTRATION; Las Vegas, NV		
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](#).