



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Granite Shoals, TX | Accident Number: | FTW02LA110 |
| Date & Time: | 04/02/2002, 1120 CST | Registration: | N248JT |
| Aircraft: | Thornley Thornley 2000 | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot took off to the north in the gyrocopter to practice takeoffs and landings, with winds light and variable. After takeoff and reaching an altitude of 90 feet agl, the aircraft stopped climbing. As the aircraft was now near the departure end of the runway, the pilot elected not to try landing on the runway, feeling he would overshoot the runway into a wooded field. The pilot proceeded northward and initiated a gentle turn to the right, intending to land on the runway to the south; however, the aircraft continued to lose altitude. When the pilot was 90 degrees into his turn, he felt he was getting too far east of the runway, at which time he decided to land to the east on an east-west roadway which bordered the north boundary of the runway. As the pilot "straightened out," the aircraft stopped losing altitude, but was now barely above treetop level. Preparing to land, the pilot's attention was diverted as he was looking for cars, overhanging trees, power lines, and TV lines, resulting in the aircraft's wheels impacting the top strand of a power line. The aircraft broke through the power lines, impacted terrain, and came to rest on its left side.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance with a power line while maneuvering. Contributing factors were the pilot's diverted attention and the power lines.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 4. (F) OBJECT - WIRE, TRANSMISSION
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) TERRAIN CONDITION - OPEN FIELD

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Student | Age: | 66 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 162 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Thornley | Registration: | N248JT |
| Model/Series: | Thornley 2000 | Engines: | 1 Reciprocating |
| Operator: | Johnny Thornley | Engine Manufacturer: | Subaru |
| Operating Certificate(s) Held: | None | Engine Model/Series: | ALL MDLS A/B |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|---------------------------|-------------------------------------|------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | | Weather Information Source: | Pilot |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | Light and Variable / , |
| Temperature: | 27° C | Visibility: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Granite Shoals, TX (32TE) | Destination: | |

Airport Information

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|-----------------------------|------------------------------------|----------------------------------|------------|
| Airport: | Granite Shoals Muni Airport (32TE) | Runway Surface Type: | Grass/turf |
| Runway Used: | 02 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 2000 ft / 50 ft | | |

Wreckage and Impact Information

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|-----------------------------|-----------------------|----------------------------|-------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | 30.578333, -98.340278 | | |

Administrative Information

Investigator In Charge (IIC): Thomas M Little

Adopted Date: 04/01/2003

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.