



National Transportation Safety Board Aviation Accident Final Report

Location:	Navajo Dam, NM	Accident Number:	FTW02LA170
Date & Time:	06/01/2002, 1940 MDT	Registration:	N364SR
Aircraft:	Cessna 172E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

During a touch and go landing, the pilot initiated a slight right turn to avoid striking a bird, and at which time, a wind gust pushed the airplane to the right. The pilot reduced engine power, aborted the takeoff, and the airplane veered off the right side of the runway. Subsequently, the right wing struck a tree, the airplane pivoted around the tree, and then the left wing contacted the ground. The pilot stated the wind was from the west-southwest and gusting.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure maintain directional control of the airplane during a touch and go landing which resulted in a collision with trees. A contributing factor was the gusting wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

3. OBJECT - TREE(S)

Factual Information

On June 1, 2002, approximately 1940 mountain daylight time, a Cessna 172E single-engine airplane, N364SR, was substantially damaged after it struck a tree while executing touch and go landings at the Navajo Dam Airport, Navajo State Park, New Mexico. The student pilot, sole occupant and registered owner of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 solo instructional flight. The flight departed the Four Corners Regional Airport, Farmington, New Mexico, at 1838.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot stated that he was performing touch and go landings to runway 24. After the second touch and go landing, the pilot increased engine power to depart. The pilot initiated a slight right turn to avoid striking a bird, and at that time, a wind gust pushed the airplane to the right. The pilot reduced engine power, aborted the takeoff, and the airplane veered off the right side of the runway. Subsequently, the right wing struck a tree, the airplane pivoted around the tree, and then the left wing contacted the ground. The outboard 3 feet section of the left wing was structurally damaged. The pilot stated the wind was from the west-southwest and gusting.

Student Pilot Information

Certificate:	Student	Age:	46, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	08/02/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	256 hours (Total, all aircraft), 132 hours (Total, this make and model), 256 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N364SR
Model/Series:	172E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17251558
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/26/2001, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	31.6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4055.7 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	FARMINGTON, NM (FMN)	Type of Flight Plan Filed:	None
Destination:	NAVAJO DAM, NM (1V0)	Type of Clearance:	None
Departure Time:	1838 MDT	Type of Airspace:	Class E

Airport Information

Airport:	NAVAJO STATE PARK (1V0)	Runway Surface Type:	Asphalt
Airport Elevation:	6475 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4995 ft / 60 ft	VFR Approach/Landing:	Touch and Go

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:	36.813889, -107.652500

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Report Date:	04/01/2003
Additional Participating Persons:	Michael Hartz; Federal Aviation Administration; Albuquerque, NM		
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.ntsbt.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](#).