



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCCOOK, TX	<b>Accident Number:</b>	FTW82DA363
<b>Date &amp; Time:</b>	09/01/1982, 1910 CDT	<b>Registration:</b>	N9703V
<b>Aircraft:</b>	CESSNA 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WHILE THE PILOT WAS LANDING WITH A RIGHT CROSSWIND CONDITION, THE AIRCRAFT DRIFTED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A CONCRETE STAND PIPE. THIS RESULTED IN DAMAGE TO THE WING, WING STRUT AND PROPELLER. A GO-AROUND WAS ATTEMPTED, BUT THE DAMAGED PROPELLER FAILED TO PRODUCE SUFFICIENT THRUST. THE AIRCRAFT CAME TO REST IN A FIELD.

## 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) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/10/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	220 hours (Total, all aircraft), 220 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9703V
<b>Model/Series:</b>	172M 172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	17264480
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1158 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	ALBERT KELLER	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	HERMAN A. SKLOSS	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFE, 0 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1954	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	94° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SAN ANTONIO, TX (SSF)	Type of Flight Plan Filed:	None
Destination:	CORVALLIS, OR (CVO)	Type of Clearance:	None
Departure Time:	1730	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	3000 ft	VFR Approach/Landing:	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:	

## Administrative Information

Investigator In Charge (IIC):		Report Date:	09/01/1983
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](#).