



# National Transportation Safety Board Aviation Accident Data Summary

---

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## 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

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

## Findings

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

-----

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

## Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N9703V
Model/Series:	172M 172M	Engines:	1 Reciprocating
Operator:	HERMAN A. SKLOSS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFE, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 120°
Temperature:	94° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SAN ANTONIO, TX (SSF)	Destination:	CORVALLIS, OR (CVO)

## Airport Information

Airport:		Runway Surface Type:	Dirt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 09/01/1983

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.