



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Stephenville, TX	<b>Accident Number:</b>	FTW03LA069
<b>Date &amp; Time:</b>	01/01/2003, 1555 CST	<b>Registration:</b>	N335BW
<b>Aircraft:</b>	Wood Thorp T-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On January 1, 2003, at 1555 central standard time, a Wood Thorp T-18 tailwheel-equipped homebuilt airplane, N335BW, was substantially damaged upon collision with terrain following a loss of control while attempting to takeoff from the Clark Field Municipal Airport (SEP), near Stephenville, Texas. The instrument-rated private pilot sustained serious injuries and his pilot-rated passenger received minor injuries. The airplane was owned and operated by the pilot, who was also the builder of the airplane. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal flight for which a flight plan was not filed. The 220-nautical mile cross-country flight was originating at the time of the accident, and was destined for the Baytown Airport (HPY) near Baytown, Texas.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the 647-hour pilot, 292 hours of which were in the accident airplane, reported that he applied full power slowly, holding back pressure on the controls until the airplane became airborne. During the transition from back pressure to forward pressure a gust of wind came from the west. The pilot was unable to compensate for the left crosswind in a timely manner to maintain directional control of the airplane. The airplane became airborne after cresting the top of a berm on the east side of the runway, and landed hard on the far side of the berm, spreading the landing gear. The landing gear pointed toward each wing tip, but the airplane was still progressing forward, dragging the landing gear. The landing gear "hung up" on with the ground and the airplane came to a sudden stop, nosed over, and came to rest in the inverted position.

The pilot's sister witnessed the accident, summoned for help, and was the first responder to the accident site. Local fire department and EMS personnel arrived at the accident site. Airbags were used to lift the airplane and the canopy was removed to facilitate the extraction of the two injured occupants.

According to witnesses at the airport, the pilot lost directional control of the airplane during the initial takeoff roll from Runway 32. Runway 32 was reported to be a 4,200 feet long by 75 feet wide asphalt runway.

An FAA inspector, who responded to the accident site, reported that the canopy was crushed,

the propeller was damaged, and both wings sustained structural damage. No anomalies were noted with the airframe or the 160-horsepower Lycoming IO-320-B1A engine.

The nearest weather reporting station is located at the Mineral Wells Airport (MWS), which is located 34-nautical miles north of SEP. At 1453 the weather station at MWS reported winds from 290 degrees at 17 knots, gusting to 24 knots. The peak winds were reported from 270 degrees at 27 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, 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>	Airplane	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/14/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/09/2002
<b>Flight Time:</b>	647 hours (Total, all aircraft), 292 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Wood	<b>Registration:</b>	N335BW
<b>Model/Series:</b>	Thorp T-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	720
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/07/2002, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	1585 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	365 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-BIA
<b>Registered Owner:</b>	Robert L. Wood	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	Robert L. Wood	<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:	MWL, 1300 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1453 CST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.7 inches Hg	Temperature/Dew Point:	19° C / 2° C
Precipitation and Obscuration:			
Departure Point:	Stephenville, TX (SEP)	Type of Flight Plan Filed:	None
Destination:	Baytown, TX (HPY)	Type of Clearance:	None
Departure Time:	1555 CST	Type of Airspace:	Class G

## Airport Information

Airport:	Clark Field (SEP)	Runway Surface Type:	Asphalt
Airport Elevation:	1320 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	Unknown
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	32.215278, -98.177500

## Administrative Information

Investigator In Charge (IIC):	Hector R Casanova
Additional Participating Persons:	Gary F Worthy; Federal Aviation Administration; Fort Worth, TX
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> .