



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

The pilot of a tailwheel-equipped homebuilt airplane lost control of the aircraft during the takeoff roll from the 4,200-foot long by 75-foot wide asphalt Runway 32. The 647-hour instrument-rated private pilot stated 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 wind in a timely fashion 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, spraying the landing gear. The nearest weather reporting station, which is located 34-nautical miles north of the accident site, reported winds from 290 degrees at 17 knots, gusting to 24 knots. The peak winds were reported from 270 degrees at 27 knots.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control as result of his failure to compensate for the prevailing wind conditions. A contributing factor was the gusty crosswinds.

Findings

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

Findings

1. WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. TERRAIN CONDITION - BERM

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF

Pilot Information

Certificate:	Private	Age:	63
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Wood	Registration:	N335BW
Model/Series:	Thorp T-18	Engines:	1 Reciprocating
Operator:	Robert L. Wood	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-320-BIA
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:	MWL, 1300 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	17 knots / 24 knots, 290°
Temperature:	19° C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Stephenville, TX (SEP)	Destination:	Baytown, TX (HPY)

Airport Information

Airport:	Clark Field (SEP)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 75 ft		

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
Latitude, Longitude:	32.215278, -98.177500		

Administrative Information

Investigator In Charge (IIC): Hector R Casanova

Adopted Date: 06/30/2004

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/>.

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.