



National Transportation Safety Board Aviation Accident Data Summary

Location:	Comstock, TX	Accident Number:	DFW06CA064
Date & Time:	02/02/2006, 1200 CST	Registration:	N192D
Aircraft:	WSK-PZL WARZAWOKECIE PZL-104 WILGA 80	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 600-hour private pilot became lost during a 125-nautical mile dead reckoning cross-country flight. Running low on fuel, the pilot elected to land at a ranch. Upon landing, the pilot realized that he was in Mexico, approximately 206 miles south of his intended destination. The pilot quickly departed the ranch and flew in a northerly direction until he spotted a Texas flag. Estimating that he had about 3 gallons of fuel remaining, the pilot elected to land on a gravel road before his remaining fuel was exhausted. While on final approach to the gravel road, the pilot observed a tall fence running parallel to the road and elected to land off the road on rocky and uneven terrain. While landing, the airplane's horizontal stabilizer sustained structural damage following impact with sagebrush and cactus plants. The pilot reported that he did not have a navigational chart on board the airplane, and very strong winds aloft, with speeds up to 65 mph, prevailed throughout the area, forcing his airplane off-course.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning and preparation leading to him becoming lost. Contributing factors were the unfavorable winds and the lack of suitable terrain for a precautionary landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) BECAME LOST/DISORIENTED - ENCOUNTERED - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. (F) TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	600 hours (Total, all aircraft), 15 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	WSK-PZL WARZAWOKECIE	Registration:	N192D
Model/Series:	PZL-104 WILGA 80	Engines:	1 Reciprocating
Operator:	TAILWIND PRODUCTIONS	Engine Manufacturer:	PZL WSK
Air Carrier Operating Certificate:	None	Engine Model/Series:	AL-14RA
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	25 knots/ 35 knots, 360°
Temperature:	21 °C	Visibility:	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Private Ranch	Destination:	COLORADO CITY, TX (KT88)

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

Administrative Information

Investigator In Charge (IIC):	Timothy J LeBaron	Adopted Date:	05/30/2006
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.