

#02009447

**AVIATION ACCIDENT (FATAL)  
DENTON MUNICIPAL AIRPORT (KDTO)  
07.08.02**

On Mon., 07.08.02, at about 1202 hrs., Ofc. Burson responded to the scene of a single airplane accident at the Denton Municipal Airport-KDTO (5000 Airport Rd. Denton, Denton County, Texas). Responding units were advised that the accident site was on the south end of the runway 17 and that there were two occupants injured.

**Aircraft:** The aircraft was determined to be a 1960 Cessna 172B (S/N: 17248050) bearing N7550X. The aircraft is a single engine four-place high-wing with tri-cycle landing gear. The standard airworthiness certificate was on board the craft.

**Weather:** The Automated Surface Observation System (ASOS) at the airport was reporting the following at 1800 UTC (1200 Local):

Temperature: 93.0 F  
Dew Point: 75.9 F  
Pressure Inches: 30.17  
Wind MPH: NNE 5

**Scene:** The scene originated on the south end of runway 17, continued S/B through ankle deep grass to the localizer for runway 17, thru the localizer, and then through grass to its position of rest south of the localizer. The first touchdown marks from the accident aircraft were main gear marks @ 271' from the end of the runway pavement. The accident aircraft traveled another @ 304' to the localizer and came to rest @ 108' south of the localizer. Three sets of touchdown markings were noted on the 271' of remaining runway indicating that the craft bounced twice as the pilot tried to force the aircraft to the runway. Tire tracks through the grass indicate a left turn by the accident aircraft just prior to striking the localizer. The localizer was penetrated nearly through the center and will require replacement.

**Aircraft Damage:** The aircraft's nose gear collapsed upon impact with the localizer. The leading edge of both wings were damaged upon impact with the localizer. The left wing strut was collapsed and the left wing tank was leaking fuel. (Denton FD contained the fuel as much as possible with an inflatable swimming pool. Fire personnel also bent the left fuel line in an attempt to curb the fuel flow. Fire personnel also clipped a battery cable under the left cowl. The master switch and magnetos had been turned off by either the pilot or first responding personnel.) The propeller tips were bent aft. The windscreen was shattered and pieces of the localizer assembly were in the cabin. Flaps were deployed, but it was not clear whether the Johnson bar was pulled to the first or second notch.

Occupants/Pilot: The pilot/owner of the accident aircraft identified himself as Maurice Lundy of Denton, TX. (First responding Ofc. Tim Scott spoke with Mr. Lundy and received a \_\_\_\_\_.) The airman certificate \_\_\_\_\_ for Mr. Lundy was onboard the accident aircraft. It showed him to have commercial and multi-engine ratings. It also showed him to have a \_\_\_\_\_. He suffered minor superficial injuries as a result of the accident. He was treated and released at the scene by Denton FD Medics. Mr. Lundy seemed calm and lucid. There was no indication of intoxication or loss of mental or physical faculties.

Occupants/Passenger: The passenger was identified as Clifford Hardy, W/M, \_\_\_\_\_. Mr. Hardy suffered severe head and upper body trauma (probably as a result of portions of the localizer array coming through the windscreen and the shards of plexiglass as the windscreen shattered). Mr. Hardy was transported to the helipad of Denton Community Hospital from which he was flown to Parkland Hospital in Dallas. Dallas M.E. Investigator Emma Prophet called to report that Mr. Hardy had succumbed to his injuries at 1457 hrs. local.

Witness: A witness to the accident, Walter R. Parsons, W/M, \_\_\_\_\_ of Denton, TX. reported that he was standing at a hangar on the south end of the airport when he saw the accident aircraft attempt a landing at the far south end of runway 17. He said that accident aircraft was about 100' AGL as it passed the south hangars of Nebrig & Assoc. He said that the pilot appeared to be forcing the aircraft onto the runway. He also said that he could hear the engine running and that it sounded normal.

Photographs: Ofc. Burson photographed the accident scene and aircraft. 2 rolls of 12 exposures were taken.

Interview/Pilot: The pilot was interviewed by FAA-FSDO representative Haskell Wells. Mr. Lundy said that he had eaten with Mr. Hardy at Ruby's Café (in Denton) and that they had decided to take a sight seeing flight in his (Lundy's) airplane. He said that they arrived at the airport around 1000 hrs. and were delayed by a flat nose wheel. Once the nose wheel was inflated, they took off for a VFR flight over Lake Ray Roberts. There was no flight plan and VFR conditions prevailed. Mr. Lundy said the flight was less than an hour's duration and they returned to Denton. He said that he "went around" on his first approach to land on runway 17 without touching the runway. He said that there was another aircraft in the pattern ahead of him and that the other craft seemed to be doing touch and goes. He indicated that the other craft was still on the runway as he was on short final for his second approach. He said he decided to delay the touchdown until the other aircraft was taking off. By the time the runway was clear he was too far down the runway. He said he should have gone around. Mr. Lundy said that only he was wearing a headset at the time of accident. Mr. Lundy did not mention the ASOS reported tailwind component or windsock positions at the time of accident. Again, Mr. Lundy seemed coherent and lucid during the

interview. Nothing in his manner indicated intoxication or the introduction of any substance that would have degraded his piloting abilities.

Miscellaneous: Dallas M.E. conducted notification of next of kin for deceased. Trooper C. Barnes handled notification of accident to DPS HQ in Austin, TX. Both FAA and NTSB notified. Ofc. Bryan and City Public Affairs Cabrales notified and handled press releases.

No criminal charges pending.  
Incident report only.

**W. Burson #159**