



Aviation Investigation Factual Report

Location:	FORT SMITH, Arkansas	Accident Number:	FTW99LA258
Date & Time:	September 11, 1999, 20:30 Local	Registration:	N9724B
Aircraft:	Cessna 172RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On September 11, 1999, at 2030 central daylight time, a Cessna 172RG airplane, N9724B, was substantially damaged while landing at the Fort Smith Regional Airport, near Fort Smith, Arkansas. The airplane was registered to Christiansen Aviation Inc., of Tulsa, Oklahoma, and operated by Flight Works, Inc, of Bethany, Oklahoma. The instrument rated commercial pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal flight, and an IFR flight plan was filed. The cross-country flight originated from the Wiley Post Airport, Oklahoma City, Oklahoma, at 1845.

According to the pilot, the aircraft departed on an IFR flight plan and was destined for Little Rock, Arkansas. The pilot elected to divert from the filed flight plan and land at Fort Smith when the "oil pressure went beyond the green range." He contacted Fort Smith Approach Control, as the oil pressure continued to rise, and set up for landing on runway 25. When the pilot moved the gear lever to the down position, the "indicator light did not come on." He recycled the gear, and the light still did not illuminate. He informed the control tower of the problem, and they suggested that he execute a low flyby so they could observe the gear and try to determine if it was extended. After the flyby, the controllers stated that the gear was down, but they were unable to determine if it was in the locked position. Upon landing the right main landing gear collapsed, and the airplane veered to the right of the centerline. The propeller contacted a taxiway light, and the airplane exited the runway surface. The airplane came to rest upright in grassy terrain adjacent to the runway.

The FAA inspector reported that the rear spar of the right horizontal stabilizer was structurally damaged. Additionally, the propeller was "nicked."

The airplane, which had accumulated a total of 8,462 hours, was examined by Dawson Aircraft of Clinton, Arkansas. A gear retraction test was performed and "smoke" was observed coming from the electric pump motor/hydraulic power pack. The electric pump motor/hydraulic power pack was removed from the airplane and replaced with an overhauled electric pump motor/hydraulic power pack. Another gear retraction test was performed, and the gear system operated within manufacturer's specifications. The reason for the excessive oil pressure indication was not determined.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 7, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	515 hours (Total, all aircraft), 1 hours (Total, this make and model), 439 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9724B
Model/Series:	172RG 172RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172RG0994
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 13, 1998 Annual	Certified Max Gross Wt.:	2658 lbs
Time Since Last Inspection:	232 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8462 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-F1A6
Registered Owner:	CHRISTIANSEN AVIATION INC.	Rated Power:	180 Horsepower
Operator:	FLIGHT WORKS INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	FSM ,469 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OKLAHOMA CITY (PWA)	Type of Flight Plan Filed:	IFR
Destination:	LITTLE ROCK (LIT)	Type of Clearance:	IFR
Departure Time:	18:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	FORT SMITH REGIONAL FSM	Runway Surface Type:	Asphalt
Airport Elevation:	469 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.370384,-94.420349(est)

Administrative Information

Investigator In Charge (IIC): Snyder, Georgia

Additional Participating Persons: CURTIS L WEEDMAN; LITTLE ROCK , AR

Report Date: April 20, 2000

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=47367>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).