



Aviation Investigation Factual Report

Location:	MEXIA, Texas	Accident Number:	FTW00LA249
Date & Time:	September 5, 2000, 15:15 Local	Registration:	N1447D
Aircraft:	Cessna 170A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On September 5, 2000 at 1515 central daylight time, a Cessna 170A tail wheel equipped airplane, N1447D, registered to and operated by the pilot, was substantially damaged following a loss of control while landing on Runway 18 at the Mexia-Limestone County Municipal Airport, Mexia, Texas. The student pilot, who held a valid solo endorsement, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 flight. The flight originated from the Teague Municipal Airport, Teague, Texas, at 1500.

During the 15-minute flight from Teague, the pilot encountered some light turbulence and windy flight conditions. While approaching mid-field at Mexia-Limestone County Airport, the pilot reported that the "windsock showed that the wind was blowing from the south." He set up for a normal full flaps approach to Runway 18, and on final "the wind shifted to North-Northeast, which was a quartering tailwind." Upon touchdown, the airplane "started to steer to the left." Control corrections were not effective, as the aircraft "skidded" off the runway to the left onto grass. The aircraft then impacted a "dirt mound" at a 90-degree angle and sheared the main landing gear. The aircraft came to rest heading about 360 degrees.

Inspection of the aircraft after the accident by an FAA inspector, revealed a bent landing gear box, and buckled fuselage adjacent to the passenger side doorframe.

The nearest full service weather reporting facility was located at Waco, Texas, approximately 36 miles east of Mexia-Limestone County Airport. The wind conditions at Waco, reported at the time of the accident, were 090 at 13 knots, gusting to 19 knots.

Pilot Information

Certificate:	Student	Age:	20,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 31, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	62 hours (Total, all aircraft), 44 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1447D
Model/Series:	170A 170A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20030
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-145
Registered Owner:	DAVID T. JAMES	Rated Power:	145 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:	ACT ,516 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	41°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TEAGUE (F68)	Type of Flight Plan Filed:	None
Destination:	(LXY)	Type of Clearance:	
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	LIMESTONE COUNTY MUNI LXY	Runway Surface Type:	Asphalt
Airport Elevation:	543 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	31.710735,-96.160705(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	DAVE SNIDER; DALLAS , TX
Report Date:	March 1, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=50192

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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](#).