



Aviation Investigation Final Report

Location:	Winnie, Texas	Accident Number:	CEN22LA003
Date & Time:	October 2, 2021, 11:05 Local	Registration:	N4106Y
Aircraft:	Boeing PT-17	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while taking off from a road, the airplane encountered a sudden wind shift which after becoming airborne caused the airplane to settle. As the airplane approached power lines above a road signal light and cables, the pilot decided to fly under the power lines. During the descent, the airplane impacted the signal light cables. The airplane yawed to the left, struck the ground, and nosed over into a ditch on the side of the road coming to rest inverted. The airplane sustained substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

In his NTSB Form 6120.1, the pilot reported that he put pressure on himself to fly the airplane to shelter due to approaching thunderstorms and would not recommend second guessing any approaching weather conditions. He stated that the abrupt wind changes from possible downdrafts were factors in the airplane's inability to clear the obstacles in its flight path.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to takeoff from a road with obstacles in his flight path and his failure to maintain control of the airplane when encountering changing winds from approaching thunderstorms which resulted in the airplane impacting signal light cables.

Findings

Personnel issues	Unnecessary action - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	Downdraft - Effect on equipment

Factual Information

History of Flight

Initial climb	Windshear or thunderstorm
Initial climb	Loss of control in flight (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 10, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2020
Flight Time:	2800 hours (Total, all aircraft), 317 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N4106Y
Model/Series:	PT-17	Aircraft Category:	Airplane
Year of Manufacture:	1942	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-7018
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 5, 2021 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4035 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	W670 SERIES
Registered Owner:	On file	Rated Power:	220 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBMT, 33 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	28°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winnie, TX	Type of Flight Plan Filed:	None
Destination:	Winnie, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.820221,-94.384078(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Carl Thomas; FAA FSDO; Houston, TX
Original Publish Date:	April 29, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=104041

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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](#).