



Aviation Investigation Final Report

Location:	BROOKSHIRE, Texas	Accident Number:	FTW93LA011
Date & Time:	October 11, 1992, 14:05 Local	Registration:	N5563
Aircraft:	CESSNA L-19A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE LANDING ROLL THE PILOT FAILED TO COMPENSATE FOR THE 15 TO 18 KNOT CROSS WIND. THE AIRPLANE WEATHERVANED INTO THE CROSS WIND AND THE PILOT APPLIED FULL POWER RESULTING IN THE LOSS OF CONTROL. THE AIRPLANE CAME TO REST IN THE INVERTED POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER COMPENSATION FOR THE CROSS WIND. A FACTOR WAS THE CROSSWIND.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL



Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	289 hours (Total, all aircraft), 179 hours (Total, this make and model), 162 hours (Pilot In Command, all aircraft), 16 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:	CESSNA	Registration:	N5563
Model/Series:	L-19A L-19A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50-1567
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 21, 1992 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7744 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-11
Registered Owner:	KATAKURA, TAKESHI	Rated Power:	213 Horsepower
Operator:	KATAKURA, TAKESHI	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(27XS)	Type of Flight Plan Filed:	None
Destination:	(27XS)	Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPORTS FLYERS 27XS	Runway Surface Type:	Grass/turf
Airport Elevation:	180 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	4100 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.77992,-95.950752(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	JACK W JETTON; HOUSTON , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18597

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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](#).