



Aviation Investigation Preliminary Report

Location:	Terrell, TX	Accident Number:	CEN24LA102
Date & Time:	January 29, 2024, 22:50 Local	Registration:	N8805Z
Aircraft:	Cessna 172	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

On January 29, 2024, about 2250 central standard time, a Cessna 172H airplane, N8805Z, sustained substantial damage when it was involved in an accident near Terrell, Texas. The pilot and the passenger sustained minor injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot reported the purpose of the flight was to build flight time. Before the departure from the Arlington Municipal Airport (GKY), Arlington, Texas, the pilot had 12.75 gallons of 100 low lead fuel added to the airplane and this resulted in both wing fuel tanks being “topped off.” The airplane departed from GKY about 1950, enroute to the East Texas Regional Airport (GGG), Longview, Texas. Upon arrival at GGG, the airplane landed, came to a full stop, and proceeded to back taxi for takeoff. The airplane departed from GGG for the Terrell Municipal Airport (TRL), Terrell, Texas.

The airplane landed at TRL about 2230 and came to a full stop. The pilot attempted to refuel the airplane, but he reported the fuel pumps were “out of order.” The pilot then checked the remaining fuel on board with a fuel measurement stick. He reported the right wing fuel tank had about 4 gallons of fuel and the left wing fuel tank had about 12 gallons of fuel. The pilot decided to fly to the Mesquite Metro Airport (HQZ), Mesquite, Texas, to refuel the airplane instead. After starting the engine, he noticed the airplane had a “rough idle.” Shortly after taking off from runway 18, about 450 agl, the engine sustained a total loss of power. The pilot attempted to restart the engine, the engine restarted successfully; however, it then immediately lost all power.

The pilot performed a forced landing to a flat field populated with trees. The airplane came to rest upright, and sustained substantial damage to both wings and the fuselage. The wreckage was recovered from the accident site for a future examination. The airplane was equipped with a Continental Motors O-300-D reciprocating engine.

According to the TRL airport management staff, the airport has never had self-service fuel pumps and that refueling operations are conducted with a fuel truck and a technician. For afterhours refuel requests (after 2000 local time), pilots are required to contact a publicly listed telephone number that is listed on the TRL internet website and in the Federal Aviation Administration Chart Supplement document. There were no afterhours requests for refuel at TRL on the day of the accident. Additionally, an underground fuel farm is located on airport property that is no longer used, but has signage installed stating that it is out of service, as required by the state of Texas.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8805Z
Model/Series:	172 H	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:	None		

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Night
Observation Facility, Elevation:	KTRL,469 ft msl	Observation Time:	22:53 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	10°C /5°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	3 knots / , 200°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.21 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Longview, TX (GGG)	Destination:	Terrell, TX

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	32.722809,-96.266826 (est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Mohammad Asad; FAA North Texas FSDO; Irving, TX
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.