



Aviation Investigation Final Report

Location:	HOOKER, Oklahoma	Accident Number:	FTW87LA072
Date & Time:	March 4, 1987, 19:30 Local	Registration:	N4783F
Aircraft:	CESSNA P206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT CLOSED THE THROTTLE AFTER CROSSING THE APPROACH END OF THE RUNWAY AND WHILE AT 10 FEET OR LESS ABOVE GROUND LEVEL. HE BLEW OFF AIRSPEED TO THE POINT THAT THE AIRCRAFT STALLED AND DROPPED TO THE SURFACE, RESULTING IN A HARD LANDING WITH SUBSTANTIAL DAMAGE. HE STATED THAT BY CLOSING THE THROTTLE AT THIS POINT HE THOUGHT THE AIRCRAFT WOULD STOP QUICKER ON THE 2640 X 30 FOOT SOD RUNWAY. THE OCCURRENCE WAS DURING THE HOURS OF DARKNESS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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--no waivers/lim.	Last FAA Medical Exam:	March 20, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	144 hours (Total, all aircraft), 35 hours (Total, this make and model), 111 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4783F
Model/Series:	P206B P206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P2060383
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	November 4, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3227 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-A
Registered Owner:	FISCHER BROTHERS, INC.	Rated Power:	285 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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	19:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENVER , CO (APA)	Type of Flight Plan Filed:	VFR
Destination:	HOOKER , OK	Type of Clearance:	VFR
Departure Time:	17:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	FISCHER BROS. (PRIVATE)	Runway Surface Type:	Grass/turf
Airport Elevation:	3050 ft msl	Runway Surface Condition:	
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2640 ft / 30 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	36.849674,-101.209053(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J

Additional Participating Persons: JACK GROSSMAN; OKLAHOMA , OK

Original Publish Date: March 21, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22335>

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](#).