



Aviation Investigation Final Report

Location:	Odom, Arkansas	Accident Number:	FTW01LA190
Date & Time:	August 23, 2001, 10:30 Local	Registration:	N9154B
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted to start the airplane; however, he was unsuccessful due to a weak battery. He stated that he moved the throttle to the closed position and exited the airplane. His passenger remained in the airplane. He rotated the propeller manually and the engine started. He then moved away from the airplane; however, the airplane began moving across the airstrip. The passenger saw trees and jumped from the airplane. Subsequently, the airplane contacted the trees and came to a stop. The pilot added that he may have "bumped the throttle" as he was exiting the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to follow the proper procedures for hand-propping an airplane.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Findings

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Factual Information

On August 23, 2001, at 1030 central daylight time, a Cessna 172 airplane, N9154B, was substantially damaged when it impacted trees during taxi at a private grass airstrip near Odom, Arkansas. The airplane was registered to and operated by the pilot. The private pilot was not injured and his one non-pilot rated passenger sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating at the time of the accident.

According to the pilot, he attempted to start the airplane; however, he was unsuccessful due to a weak battery. He stated that he moved the throttle to the closed position and exited the airplane. His passenger remained in the airplane. He rotated the propeller manually and the engine started. He then moved away from the airplane; however, the airplane began moving across the airstrip. The passenger saw trees and jumped from the airplane. Subsequently, the airplane contacted the trees and came to a stop. The pilot added that he may have "bumped the throttle" as he was exiting the airplane.

According to the pilot, the wings were folded aft and the engine and propeller were damaged.

Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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:	June 1, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 1, 2000
Flight Time:	165 hours (Total, all aircraft), 35 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9154B
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	36754
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 2001 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4400 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300
Registered Owner:	Larry L. Rogers	Rated Power:	145 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LRF, 311 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:59 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	34°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Odom, AR (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	10:30 UTC	Type of Airspace:	Class G

Airport Information

Airport:	Private Strip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	34.959682,-92.019248(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	Kenneth Thompson; Federal Aviation Administration; Little Rock, AR
Original Publish Date:	November 14, 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=53094

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