



Aviation Investigation Final Report

Location:	Giddings, Texas	Accident Number:	FTW02LA024
Date & Time:	October 27, 2001, 09:50 Local	Registration:	N4127G
Aircraft:	Cessna 170A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot of the Cessna 170A, he had intended to make a full stop landing; however, while on final approach he realized that he was too high and performed a go-around. He then approached the runway a second time with the intent of executing a full stall landing. He stated that the second approach was a little high. The main landing gear wheels touched down first, and the Cessna bounced, came down again, and began to veer to the left of the runway centerline. The pilot applied full power; however, he was unable to regain directional control of the Cessna or attain a climb. Subsequently, the Cessna's right wing contacted the right wing of a Lake LA-4 airplane. The Lake was standing with the engine operating near the airport refueling facility. The Cessna then impacted steel posts that surrounded the airport refueling facility and came to a stop upright along an embankment.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the Cessna pilot's failure to maintain directional control while landing, which resulted in a collision with another airplane.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: LANDING - ABORTED

Findings

2. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On October 27, 2001, at 0950 central daylight time, a Cessna 170A tail wheel equipped airplane, N4127G, was substantially damaged when it collided with a Lake LA-4 airplane, N1139L, and terrain following a loss of control while landing at the Giddings-Lee County Airport, Giddings, Texas. Both airplanes were registered to and operated by their respective pilots. The private pilot of the Cessna 170A and his one passenger sustained minor injuries. The private pilot of the Lake LA-4 and his one passenger were not injured. Visual meteorological conditions prevailed, and flight plans were not filed for either of the 14 Code of Federal Regulations Part 91 personal flights. The Cessna 170A had originated from the Covey Trails Airport, Fulshear, Texas, at 0900, and was destined for the Giddings-Lee County Airport. The Lake LA-4 was standing with the engine operating preparing to taxi for departure, at the time of the collision.

According to the pilot of the Cessna, ten miles from the airport he was advised that runway 17 was active and the wind was from 120 degrees at 3 knots. He stated that he had intended to make a full stop landing; however, while on final approach realized that he was too high. Subsequently, he executed a go-around. He then approached runway 17 a second time with the intent to execute a full stall landing. He stated that the second approach was "a little high." The main landing gear wheels touched down first, and the airplane "bounced, floated a little, and came down again." The airplane began to veer to the left of the runway centerline. The pilot applied full power; however, he was unable to regain directional control or attain a climb. Subsequently, the Cessna's right wing contacted the right wing of the Lake, which was parked with the engine running at the airport refueling facility. The Cessna then cartwheeled, impacted steel posts that surround the airport refueling facility, and came to a stop upright along an embankment.

The pilot of the Lake reported that when he first observed the Cessna, it was "bouncing wildly" and was traveling at a "high rate of speed." He also stated that when the Cessna bounced into the air, it sounded as if the pilot applied full power. The passenger of the Lake stated that when she saw the Cessna, "it appeared that the pilot had lost control of the airplane."

Three witnesses reported that the Cessna bounced during landing and exited the runway surface. They stated that it appeared as if the pilot initiated a go-around; however, the airplane "stalled," began to cartwheel, and came to a stop upright.

At 0953, the weather observation facility at the Easterwood Field Airport, College Station, Texas, (located 40 miles northeast of the accident site) reported a few clouds at 11,000 feet, visibility 10 miles, temperature 61 degrees Fahrenheit, dew point 46 degrees Fahrenheit, wind from 070 degrees at 3 knots and an altimeter setting of 30.49 inches of Mercury.

According to the FAA inspector, who examined the airplanes, the right wing spar and fuselage of the Cessna were structurally damaged, and the propeller blades were bent. The right wing of the Lake was structurally damaged.

Pilot Information

Certificate:	Private	Age:	44, 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:	August 14, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 19, 2001
Flight Time:	83 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4127G
Model/Series:	170A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	19240
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 14, 2001 Annual	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:	8.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C145-2
Registered Owner:	Richard J. Faust	Rated Power:	145 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLL,321 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Few / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.48 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fulshear, TX (TX09)	Type of Flight Plan Filed:	None
Destination:	Giddings , TX (62H)	Type of Clearance:	Unknown
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Giddings-Lee County 62H	Runway Surface Type:	Asphalt
Airport Elevation:	486 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3998 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	30.180025,-96.91986(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	Robert J Iozia; Federal Aviation Administration; Houston, TX
Original Publish Date:	May 21, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53673

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](#).



Aviation Investigation Final Report

Location:	Giddings, Texas	Accident Number:	FTW02LA024
Date & Time:	October 27, 2001, 09:50 Local	Registration:	N1139L
Aircraft:	Lake LA-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane, a Lake LA-4, was standing with the engine operating near the airport refueling facility. According to the pilot of another airplane, a Cessna 170A, he had intended to make a full stop landing; however, while on final approach he realized that he was too high and performed a go-around. He then approached the runway a second time with the intent of executing a full stall landing. He stated that the second approach was a little high. The main landing gear wheels touched down first, and the Cessna bounced, came down again, and began to veer to the left of the runway centerline. The pilot applied full power; however, he was unable to regain directional control of the Cessna or attain a climb. Subsequently, the Cessna's right wing contacted the right wing of the Lake. The Cessna then impacted steel posts that surrounded the airport refueling facility and came to a stop upright along an embankment.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the Cessna pilot to maintain directional control while landing, which resulted in a collision with the Lake.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On October 27, 2001, at 0950 central daylight time, a Cessna 170A tail wheel equipped airplane, N4127G, was substantially damaged when it collided with a Lake LA-4 airplane, N1139L, and terrain following a loss of control while landing at the Giddings-Lee County Airport, Giddings, Texas. Both airplanes were registered to and operated by their respective pilots. The private pilot of the Cessna 170A and his one passenger sustained minor injuries. The private pilot of the Lake LA-4 and his one passenger were not injured. Visual meteorological conditions prevailed, and flight plans were not filed for either of the 14 Code of Federal Regulations Part 91 personal flights. The Cessna 170A had originated from the Covey Trails Airport, Fulshear, Texas, at 0900, and was destined for the Giddings-Lee County Airport. The Lake LA-4 was standing with the engine operating preparing to taxi for departure, at the time of the collision.

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According to the FAA inspector, who examined the airplanes, the right wing spar and fuselage of the Cessna were structurally damaged, and the propeller blades were bent. The right wing of the Lake was structurally damaged.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 12, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1079 hours (Total, all aircraft), 740 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	Registration:	N1139L
Model/Series:	LA-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	300
Landing Gear Type:	Retractable - Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2460 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360-A1A
Registered Owner:	Bobby R. Jackson	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLL,321 ft msl	Distance from Accident Site:	40 Nautical Miles
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Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.48 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Giddings , TX (62H)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

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Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.180025,-96.91986(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	Robert J Iozia; Federal Aviation Administration; Houston, TX
Original Publish Date:	May 21, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53673

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