



# Aviation Investigation Final Report

<b>Location:</b>	Pecos, Texas	<b>Accident Number:</b>	FTW03LA138
<b>Date &amp; Time:</b>	April 22, 2003, 13:30 Local	<b>Registration:</b>	N1667Y
<b>Aircraft:</b>	Cessna 172C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was unable to locate the intended destination airstrip and attempted to land on an open road. During the landing flare, the airplane encountered a "hard" gust of wind from the right. The airplane began moving to the left and the left main landing gear contacted a dirt mound. The pilot advanced the throttle and attempted to realign the airplane with the road; however, was unsuccessful. Subsequently, the airplane contacted a fence and the ground. According to the pilot, at the time of the accident the wind was from the southwest at 10 knots, gusting to 20 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain aircraft control while landing. A contributing factor was the gusty wind condition.

## Findings

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

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) BECAME LOST/DISORIENTED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On April 22, 2003, approximately 1330 central daylight time, a Cessna 172C airplane, N1667Y, was substantially damaged following a loss of control while landing on a road (FM 2119), near Pecos, Texas. The airplane was registered to American Energy Pecos County of Pecos, and was operated by the pilot. The private pilot and one passenger were not injured, and one passenger sustained a minor injury. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from Fort Stockton, Texas, and was destined for a private airstrip located 40 miles northwest of Pecos.

According to the pilot, the purpose of the flight was to visit property, located 40 miles northwest of Pecos. He was aware of a private airstrip located on the property and flew to the property; however, was unable to locate the airstrip. Subsequently, he identified a suitable road, FM 2119 and attempted to land. During the landing flare (to the north), the airplane encountered a "hard" gust of wind from the right. The airplane began drifting to the left and the left main landing gear contacted a dirt mound. The pilot advanced the throttle and attempted to realign the airplane with the road; however, was unsuccessful. Subsequently, the airplane contacted a fence and the ground.

According to the pilot, at the time of the accident the wind was from the southwest at 10 knots, gusting to 20 knots.

The pilot reported, the propeller blades were bent, the engine firewall was buckled, both wing-tips and the right wing spar were damaged.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 23, 2002
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 18, 2003
<b>Flight Time:</b>	77 hours (Total, all aircraft), 75 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1667Y
<b>Model/Series:</b>	172C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17249367
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 24, 2002 Annual	<b>Certified Max Gross Wt.:</b>	2250 lbs
<b>Time Since Last Inspection:</b>	45.6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4253 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	American Energy Pecos County	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	Gary W. Weddle	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	N/A	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	225°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fort Stockton, TX (FST )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Pecos, TX (NONE)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	31.382223,-103.510559

## Administrative Information

**Investigator In Charge (IIC):** Ragogna, Jason

**Additional Participating Persons:** Mark W McDougall; Federal Aviation Administration (FSDO); Lubbock, TX

**Original Publish Date:** July 23, 2003

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=56862>

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