



Aviation Investigation Final Report

Location:	Gordonville, Texas	Accident Number:	CEN14LA451
Date & Time:	August 23, 2014, 10:15 Local	Registration:	N3202T
Aircraft:	Cessna 177	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he flew a visual approach with a left crosswind to a turf runway. As the airplane descended below a tree line, the wind decreased, and the airplane drifted left during the landing roll. The pilot applied right rudder, but the airplane did not respond. The airplane departed the left side of the runway and impacted multiple trees. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. After the accident, the pilot stated that he believed the passenger's foot might have blocked the rudder pedals. The accident is consistent with a loss of directional control during a crosswind landing.

Probable Cause and Findings

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

A loss of directional control during a crosswind landing.

Findings

Environmental issues	Crosswind - Response/compensation
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

On August 23, 2014, about 1015 central daylight time, a Cessna 177 airplane, N3202T, impacted trees during landing rollout at Cedar Mills Airport (3T0), Gordonville, Texas. The pilot and front seat passenger were seriously injured and the two rear seat passengers received minor injuries. The airplane sustained substantial damage. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Day visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The flight originated from Lakeview Airport (30F), Lake Dallas, Texas about 0945.

The pilot stated that during a visual approach to Runway 25 at 3T0 he utilized left aileron and right rudder control inputs, based on a crosswind from the south. As the airplane descended below a tree line, the wind decreased and the airplane drifted to the left. During touchdown and rollout on the turf runway, the airplane continued to drift to the left. The pilot attempted to input right rudder, but felt like his input was not having any effect. The airplane subsequently departed the left side of the runway and impacted multiple trees. Examination of the airplane revealed extensive damage to both wings and the fuselage. After the accident, the pilot stated that the lack of rudder effect may have been due to the front seat passenger's foot blocking a rudder pedal.

At 1015 the weather observation station at North Texas Regional Airport (GYI), Denison, Texas, located about 10 miles southeast of the accident site, reported the following conditions: wind 200 degrees at 11 knots, visibility 10 miles, clear skies, temperature 31 degrees Celsius (C), dew point 17 degrees C, altimeter setting 30.02 inches of mercury.

Examination of the airplane revealed normal flight control continuity. The pilot seat was found fully engaged on the rails and locked in position. No secondary seat stop was observed. The front passenger seat was displaced to the left and separated from the rails. The aft bench was secured to the floor. All seat restraint belts were still attached to the corresponding structure and no torn stitches were observed. There airplane was not equipped with shoulder harnesses. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 12, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 25, 2014
Flight Time:	(Estimated) 289 hours (Total, all aircraft), 73 hours (Total, this make and model), 110 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3202T
Model/Series:	177	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17700502
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 11, 2013 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2966 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	0-320 SERIES
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGYI,749 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:15 Local	Direction from Accident Site:	138°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	31°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Dallas, TX (30F)	Type of Flight Plan Filed:	None
Destination:	Gordonville, TX (3T0)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Cedar Mills Airport 3T0	Runway Surface Type:	Grass/turf
Airport Elevation:	640 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	33.839443,-96.808891(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Chris Wright; Federal Aviation Administration; Irving, TX Ricardo Asensio; Textron Aviation; Wichita, KS
Original Publish Date:	March 26, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=89942

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