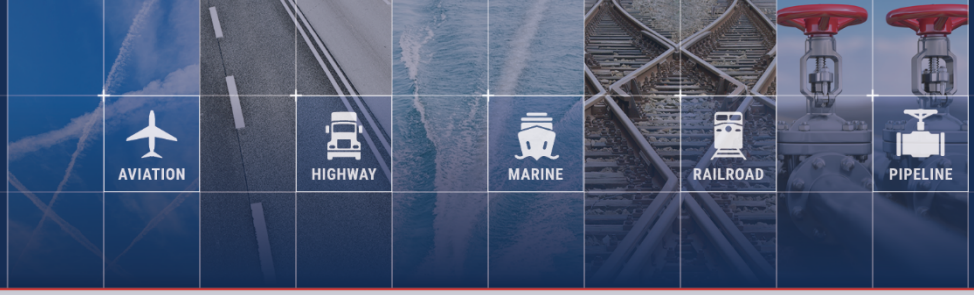

Aviation Investigation Final Report

Location:	Sealy, Texas	**Accident Number:**	CEN24LA192
Date & Time:	May 15, 2024, 17:30 Local	**Registration:**	N74887
Aircraft:	Cessna 170	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported during the takeoff from the turf runway with a crosswind present, he advanced the throttle “a little too fast.” As the tail of the airplane lifted off the ground, the pilot admitted he failed to apply “consistent” right rudder. The pilot closed the throttle and applied the brakes; however the left wing impacted a tree, the airplane spun to the left, and the right wing and the right elevator impacted the ground. The airplane came to rest upright in a ditch, and all three occupants were able to egress from the airplane without further incident. The airplane sustained substantial damage to the fuselage, both wings, and the right elevator.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airplane. At the time of the accident, the airplane was 59 pounds below the maximum gross weight. The estimated density altitude for the closest meteorological reporting station, near the time of the accident, was 2,711 ft above mean sea level.

Probable Cause and Findings

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

The pilot’s failure to maintain directional control during the takeoff, that resulted in an impact with a tree and the ground.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Incorrect action performance - Pilot
Personnel issues	Task monitoring/vigilance - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Collision during takeoff/land
Post-impact	Evacuation

Pilot Information

Certificate:	Private	**Age:**	56,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	May 27, 2022
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	November 11, 2022
Flight Time:	(Estimated) 835 hours (Total, all aircraft), 10 hours (Total, this make and model), 731 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N74887
Model/Series:	170 B	**Aircraft Category:**	Airplane
Year of Manufacture:	1953	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	25853
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	April 8, 2024 Annual	**Certified Max Gross Wt.:**	2200 lbs
Time Since Last Inspection:	7.6 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4099.22 Hrs at time of accident	**Engine Manufacturer:**	Continental Motors
ELT:	Installed, not activated	**Engine Model/Series:**	O-300D
Registered Owner:	On file	**Rated Power:**	145 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None
Operator Does Business As:	On file	**Operator Designator Code:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KTME,168 ft msl	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	17:15 Local	**Direction from Accident Site:**	63°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots / 15 knots	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	160°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.77 inches Hg	**Temperature/Dew Point:**	33°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sealy, TX	**Type of Flight Plan Filed:**	None
Destination:	Sealy, TX	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	GLOSTER AERODROME 1XA7	**Runway Surface Type:**	Grass/turf
Airport Elevation:	148 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	02/20	**IFR Approach:**	None
Runway Length/Width:	3292 ft / 70 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	29.727974,-96.060159(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Ramon Reyes; FAA Houston FSDO; Houston, TX
Original Publish Date:	June 13, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194283

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.